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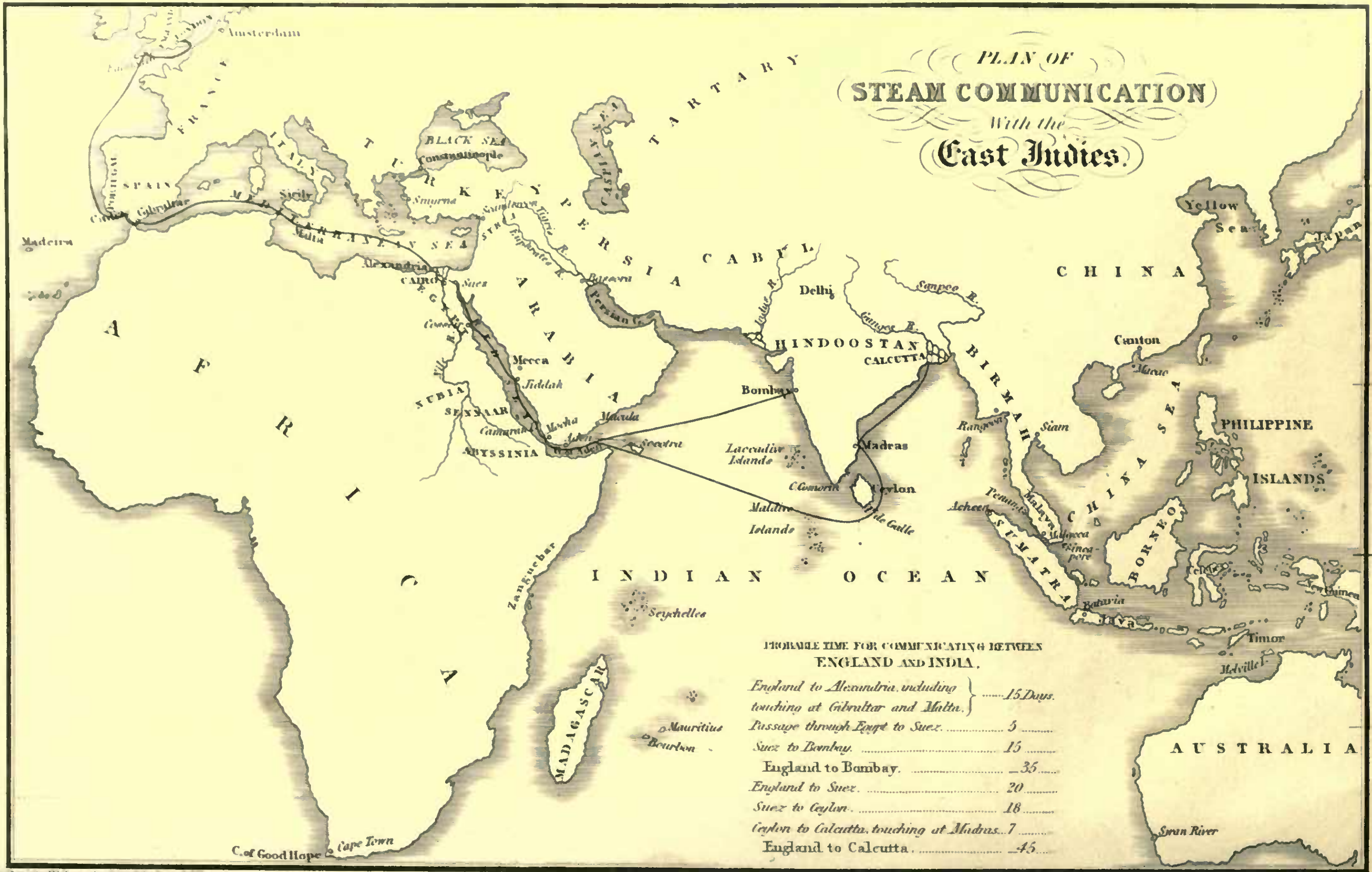

Smith Elder & Co. 65 Cornhill.

THE COURT OF DIRECTORS

OF THE

EAST INDIA COMPANY,

VERSUS

HER MAJESTY'S MINISTERS,

THE

RESOLUTIONS OF THE HOUSE OF COMMONS,

AND THE

PUBLIC OF INDIA AND ENGLAND,

AS REGARDS A COMPLETE

PLAN OF STEAM COMMUNICATION

BETWEEN THE TWO EMPIRES.

BY

CAPTAIN JAMES BARBER, H. C. S.

AGENT TO THE NEW BENGAL STEAM COMMITTEE.

LONDON:

SMITH, ELDER, AND CO., CORNHILL.

1839.

LONDON:
PRINTED BY JOSEPH RICKERBY,
SHERBOURN LANE.

STEAM COMMUNICATION WITH INDIA.

"Among the various ways in which the Steam-engine has administered to the moral and social progress of the human race, none is more important and interesting than the aid it has afforded to Navigation."

WHATEVER view be taken of this question, and however various opinion may be as to the best mode of establishing so important an undertaking, all men who have reflected upon the subject are unanimously of opinion, that a perfect system of Communication by Steam (viâ Egypt and the Red Sea) between this country and the oriental world has become imperatively necessary, and that it ought to be carried into effect without further delay.

An acceleration of the intercourse between Great Britian and India by the "Comprehensive Plan" (proceeding from England to all the Presidencies,) promises advantages far greater than merely increasing the opportunities of corresponding by letter. An enlarged mode of communication would be a measure of wise policy, calculated to promote the cause of good government, to augment the commercial prosperity of both empires, and to raise in the scale of morality and civilization many millions of the most interesting and least regarded of the subjects of Great Britian. Search the globe, and no other country can be found where our political power is so

great, and our moral influence so little as in British India.

It is confidently stated by those whose judgment, formed by personal observation, has become a standard, that by no other means will the prejudices, ignorance, and superstition of the Natives of India be so effectually corrected as by an international communion of persons and interests; and that nothing will tend more speedily to raise that country from the moral degradation in which she is immersed by the continued practice of barbarous customs, which are opposed to true happiness and repugnant to the best feelings that Providence has planted in the human breast.

These facts admitted, the following questions naturally present themselves to the mind of every reflecting enquirer:—What are the barriers that interpose and prevent so desirable a project as Steam Communication on a grand and an efficient scale? Will the expense be so ruinously costly as to forbid an undertaking that would bestow so much good? Are the difficulties that prevent its consummation insurmountable? Do the Natives themselves object that a fair portion of the revenue of India should be expended to confer such vast benefits upon their land? Is there any state policy which demands that the stream of human intercourse should not be allowed to flow in a smooth and uninterrupted course? In fact, can any rational argument be stated for withholding from India, at this time, a boon that has been granted to most places subjected to British rule? No!—the greatest enemy to India cannot de-

vise a valid objection : the more searching the enquiry, the more glaring the answering truth,—that there are neither difficulties nor dangers that science and practice cannot easily overcome. I will presently show that the cost to the Natives of India, for an efficient plan will be at least one half less than is at present expended upon the *mismanaged* scheme now in operation.

The Natives of India, taxed to the extent of twenty millions sterling annually, have always joined the European residents in their desire to obtain so grand an object, (they look to it as the lever by which will be removed the mass of evil which oppresses them ;) to which there can be no state policy opposed, or it would not have been recommended by the House of Commons and the President of the India Board ; therefore, as no rational argument can be urged against its adoption, I proceed to show, as concisely as the subject will admit, the exact state of the question during its progress to its present position.

Steam-power, particularly as applied by the marine engine, was spreading its blessings far and wide for many years before the attempt even was made to confer any portion of its benefits upon India, though repeated remonstrances were sent home, complaining of the cruel neglect which India had to endure, and of the comparative injustice that she suffered, by her continued distance from supreme authority, a disadvantage which her local Governors have bewailed from the time of Clive to the present hour : they further stated, that although artificial means were at command to overcome the physical difficul-

ties that had hitherto prevented her approximation to England, she was still denied any participation in those advatanges which art and science had conferred upon countries but (comparatively) of little value to Great Britain, whether estimated by their commercial relationship, or by their political importance.

Those whose high privilege it is to sway the destinies of India did not perceive the propriety or the necessity of attending to the suggestions of their subordinates abroad, or to the concentrated requests and supplications which came home in respectful memorials and petitions, addressed to the Chairman and Directors of the East India Company. At length, however, the question forced itself upon the attention of the Right Honourable the President of the India Board; and in June, 1834, Mr. Charles Grant moved for and obtained a Committee of the House of Commons, to investigate the subject: he stated, that

"The importance of a rapid communication with India was evident, it was of the utmost consequence by this means to bring India nearer to this country, and thereby to remove the obstacles that at present existed to the closer and more advantageous connexion between England and our Indian territories. It was most desirable to do away with the obstacles which now tended to perpetuate prejudices, and which stood in the way of a free and rapid communication of improvements of all kinds. Greater security would result to our Indian empire from the course proposed to be adopted; and, in short, it was equally our interest, policy, duty, and glory to bring India more and more intimately in contact with this country by every means in our power (hear, hear.) It was our duty to confer on India every possible advantage in consequence of its connexion with Great Britain, and he appealed to the House with confidence, and called upon it to lend

its assistance to this important object (hear, hear.) In conclusion he should only add, that it was equally the duty and interest of England to watch all the modes of access to India with a view to the political and commercial prosperity, and the mutual advantage of both countries."

Mr. Hume said also upon the same occasion, that he

"Hoped that what the Committee had just heard was only a prelude to those advantages and that assistance which India had a right to expect at our hands. The state of the communication between India and England had long been a reproach to this country."

The Committee performed the task well, and after receiving answers to two thousand seven hundred and sixty-eight questions from the evidence examined, and papers forming an Appendix of one hundred and fifty-four pages, on the 14th of July, 1834, they resolved,

"That it is the opinion of this Committee, that a regular and expeditious communication with India by means of Steam-vessels is an object of great importance both to Great Britain and to India.

"That it is the opinion of this Committee, that the experiments which have been made have been attended with very great expense; but that, from the evidence before the Committee, it appears that by proper arrangements, the expense may be materially reduced: and, under that impression, it is expedient that measures should be immediately taken for the regular establishment of Steam Communication with India by the Red Sea."

Unbounded joy and gratitude filled the breasts of our exiled countrymen when they received this determination of the House of Commons. Knowing it to have originated in the President of the India Board,

they believed that every obstacle had been cleared away; they felt sure that Government would no longer impede but strenuously urge forward the desired object. Imagination presented to them a grand high-road, connecting the two empires, by which the geographical distance would be shortened one half, and the time occupied be two-thirds less than had hitherto been required to perform an uncomfortable and expensive sea-voyage round the "Cape of Storms."

They were, however, but little acquainted with the lethargy of Presidents of the India Board, and they little understood the power of the opposition in Leadenhall Street; but they were made to feel both the one and the other, for up to June, 1837, though no less than thirty monthly mails might have been regularly transmitted, only four opportunities of conveying them by Steam occurred on the Indian side of the Isthmus of Suez; moreover, seven months' correspondence, contained in the mails from England, of July, August, September, October, November, and December, 1836, and of January, 1837, were all detained at the same time in Egypt, there being no means of transmitting them from Suez to India.

In March, 1836, simultaneously, without any foreknowledge of each other's intention, parties in England and India bestirred themselves to obtain in substance the promises held out in the Resolutions of the House of Commons, in 1834. A Provisional

Committee * was formed in London, to promote such a communication with India, by way of the Red Sea, as would have three great essentials for its basis, viz., regularity, security, and despatch: to this the East India Company continued their opposition, and every delay and obstacle was thrown in the way of bringing the undertaking to a satisfactory result.

The gentlemen who formed the Committee persevered in their endeavours with untiring zeal; fresh memorials to the Executive in Leadenhall Street, to the President of the India Board, together with petitions to both branches of the Legislature, poured in from India. The Lords of the Treasury were addressed by the Provincial Chambers of Commerce in England; deputations of merchants, members of Parliament, and others, waited upon the Chancellor of the Exchequer, upon the First Lord of the Admiralty, and upon the Minister for Indian Affairs, to urge upon those authorities the *importance and the justice* of giving to India this communication, either by the agency of a private Company, to be paid by the Crown,

* Major Charles Franklin Head,—Chairman.

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W. Scott, Esq.
Captain Thornton, R.N.
R. Thurburn, Esq.
J. Woolley, Esq.
G. Wildes, Esq.

and the East India Company, for the conveyance of the public mails, together with the Government and East India Company's despatches; or, that the Government and the East India Company should, in the spirit of the Resolution of the House of Commons, in 1834, take "immediate measures for establishing the communication."

The Provisional Committee were required (by Sir John Cam Hobhouse, who had become President of the India Board,) to show who were their "*bona fide*" supporters in the plan proposed. In the space of six weeks, without a single advertisement, in the very time of a heavy pressure in the money-market, (November, 1836,) a list was handed in, containing the names of most respectable and influential firms and individuals in London, with nearly a hundred thousand pounds attached to their signatures! It was then, and not till then, the East India Company yielded to the pressure from without, (and decided upon setting afloat what, as conducted by them, is but the effigy of Steam Communication,) and under an arrangement with Her Majesty's Government, by which the latter concluded a good bargain, while the former entailed an annual charge upon the revenues of India of a sum at least triplicate that which would have procured a contract (with security for its fulfilment,) for keeping up an efficient monthly communication; but then it would have been effectually accomplished, and ere this India would have been drawn within thirty-five days' communication with England! whereas, judging of the wishes of the East

India Company by the individual opinions of some of their executive, they would prefer the time occupied in passing from one shore to the other should be *three hundred and sixty-five!*

This arrangement between the East India Company and the Crown was merely for the conveyance of letters from Suez to Bombay. It required but little foresight to find that such a plan was not one to satisfy the "*just expectations of the public both of England and of India;*" nor could the mere transit of a letter-bag be that communication which Lord William Bentinck, when Governor General, declared " would confer such advantages, directly and indirectly, on India, that it would be cheaply bought at any price:" indeed it was only acquiesced in by the Right Hon. President (Sir John Cam Hobhouse) because, as he has stated in evidence, " he was given to understand, in his oral communications with the Chairman and Deputy Chairman of the East India Company, that any effort on his part to insist at once upon the larger plan being carried into effect, would most probably fail, and that no immediate step would be taken towards a Steam Communication with India." It may here naturally be asked, how it happens that the President of the India Board, *i. e.* Her Majesty's Government, have not the power to cause the East India Company to establish an undertaking so palpably advantageous as such an one would be to both empires? The answer is—the Crown, by the present charter, have no power to expend any portion of the revenues of India. It has authority to check a

wasteful outlay, but, however important the cause, it cannot disburse; it has, in fact, the power of *ameliorating* evil, but none of doing positive good. The arrangement concluded between the two authorities was, as I have before stated, simply the transmission of a letter-bag, and that from Suez to *Bombay* only! whereas (combined, it is true, with that) a full flowing stream of human intercourse to and from all the presidencies of India, is the grand object sought for;—by which civilization would progress, our name and our commerce would be extended, arts and sciences would flourish, and, to use the emphatic language of the Lord Bishop of Calcutta, "it would be opening the flood-gates of measureless blessings to mankind." Here I take leave to show the comparative importance of the three presidencies, Bombay, Madras, and Calcutta, and I shall give it in the words of Mr. Auber, the late Secretary to the East India Company, than whom no man could be a better authority:—

"But there is another more important consideration, looking at Calcutta. Under the new charter Calcutta is the seat of the Supreme Government. It is the seat of the Legislative Council. The revenues of Bengal and Madras are between seventeen and eighteen millions; those of Bombay are £2,424,000. The exports and imports are nearly £12,000,000 annually: from Bombay they are not half the amount. The tonnage arriving and departing from Bengal and Madras was 1,469,000 tons; at Bombay, 73,000. The population in Bengal and Madras was 830,000,000, leaving out Ceylon; Bombay, 7,000,000. The letters from Bengal, Madras, and Ceylon, 250,000; Bombay, 64,000 Passengers, Bengal and Madras, 2,566; Ceylon, 603. The army of Bengal and Madras, 190,000; of Bombay, 40,000.

"With reference to the Indian correspondence, under the new

Act of Parliament, the Presidencies of Madras and Bombay cannot disburse fifty rupees without the sanction of the Supreme Government: they cannot legislate at all. The fact is, those Governments are, comparatively speaking, a cipher. The Bengal Government is supreme, the Governor General is little less than an autocrat; the subordinate governments are required to report to Calcutta everything which takes place. From Calcutta, then, alone you can get a complete series of information upon all points. If despatches are sent home without the consultations and diaries, you may have a most important case referred home, either connected with an important matter of government, or with the case of an individual, involving his dearest interests, but without those documents you cannot fairly and impartially decide upon it. Establish a comprehensive Steam Communication to Calcutta, and you will have the whole of these documents brought home."

Notwithstanding the promises of the East India Company, of adequate Steam Communication 'the Provisional Committee mistrusted them, and continued to urge upon the Government an enlarged and extended communication. Petitions to both branches of the legislature, containing 7,000 signatures, with reiterated memorials to the Court and to the India Board, arrived from Calcutta, supported by others from the sister presidency. In June 1837, the father of Steam Communication with India, the late Lord William Bentinck, presented to the House of Commons the Calcutta Petition; it was accompanied by others from the merchants of London, Liverpool, Manchester, and Glasgow; and aided by the influence of the London Provisional Committee, His Lordship asked for, and obtained, another Committee of the House of Commons, which commenced their sittings on the 13th of June, 1837, and after receiving answers to 1954 questions, and having examined

papers forming thirty pages of an Appendix,—Resolved:

"That a direct communication by Steam from the Red Sea to Ceylon, Madras, and Bengal, would be practicable at all seasons of the year, by the employment of vessels of adequate tonnage and power. Your Committee feel bound to recommend a zealous attention to the subject on the part of Her Majesty's Government and the East India Company, strongly impressed with a sense of the advantages, political, commercial, and personal, which would arise from the more extended system of communication."

Then it might fairly be supposed a fresh impetus would have been given to Steam Navigation with India; but to such as read that evidence it cannot fail to strike them how decided the opposition of the East India Company remained, and it has continued to the present hour, for they have not *one* boat of adequate size or power to effect the regular transit of even a *letter-bag*. Disheartened but not dismayed, the people of India renewed their memorials and petitions, and if ever documents contained sound arguments, lucid reasoning, and respectful phraseology, they are to be found in the petitions and memorials from the people of India on this question. Alas! how powerless have they fallen upon the Council in Leadenhall Street. The last petition was presented at the close of the session of 1838, and it will be well to remember, that constantly to that period, the boon had been repeatedly prayed for by all classes and all castes of British subjects in the East: by Governors General, Bishops, Commanders in Chief, Judges, Civil and Military Servants, Merchants, Agents, Natives of

wealth and rank, and indeed by all who understand the subject, amounting to very many thousands.

It will now be useful to show the annual amount that it costs the East India Company (which may be justly termed a wanton and wasteful expenditure of their revenue) to maintain four *inefficient Steamers,* boats totally inadequate, as the public have reason to know* to convey with any degree of certainty or regularity even letters from Suez to Bombay, a distance of three thousand miles.

ESTIMATE TAKEN FROM PARLIAMENTARY PAPERS

Cost of the Atalanta	£32,882
" " " Berenice	34,814
" " " Semiramis	48,177
" " " Hugh Lindsay . . .	35,000
" " " Machinery (extra) .	594
Stores at Bombay £7529, two-thirds appropriated for packet service	5,020
Capital employed	£156,487

Annual Charge.

5 per Cent Interest on £156,000	£ 7,800
15 per Cent Wear and Tear	23,400
Carried forward	£31,200

* The following resolution was lately unanimously passed at a large Steam Meeting at Agra:—

" That this meeting are of opinion that the Steamers at present employed between Bombay and Suez, and those now reported to be building in England for the Bombay line, are ill adapted and totally unfit for obtaining the object in view, and that the employment of such inefficient vessels is likely to bring discredit on the plan altogether, and deter parties from subscribing to more creditable undertakings."

Brought forward	£31,200
6 per Cent Insurance	9,360
The sailing expenses are made up for eight months and one half; calculated for the year, they will be	
Berenice . .	8,047
Atalanta . .	8,713
Hugh Lindsay .	7,776
(Not given, but say the same as the Atalanta,) Semiramis	8,713
Coal for eight months and one half £62,027, for a year £875,63, say two-thirds appropriated for packets .	58,376
Sundry charges for eight months and a half £22,519, for a year £31,794, say two-thirds appropriated for packets	21,220
Miscellaneous charges	4,571
Charges in Egypt	14,054
	£172,030
Deduct Government payment £50,000; " Passage Money . . 6,752	56,752
Annual Charge to the East India Company for the line from Egypt to Bombay as it is now done!! . .	£115,278

By reference to the foregoing it will be seen it annually costs the public, through the agency of the East India Company, £115,278 to maintain four Steamers;* notwithstanding the said Steamers are totally inadequate to perform the very *limited service* required of them—that of conveying letters between Bombay and Suez!! In fact the beneficial results that might be derived from a perfect scheme of Steam Communication with all the presidences of India, are wholly frustrated by an obstinate adherence to a system ruinously defective. In proof of which it is only requisite to state that, in October 1838, in con-

* For an annual grant of £50,000 they have been offered the service of nine boats of 2000 tons and 500 horse power each, to keep up a monthly communication from London to all the presidencies!!!

sequence of the non-arrival in due course of three consecutive mails, severe loss was entailed on many parties who had written by the overland mail, transmitting orders for insurance, but which orders, under the East India Company's *mis*-management, had not arrived.

The question now brought to a more recent date, leads me to refer to the plan that has been proposed to Her Majesty's Government and to the East India Company,—approved of by the former, but rejected by the latter, with their systematic and continued opposition.

These circumstances required grave consideration. —disasters multiplied—how were they to be remedied? In capacity of Agent to the New Bengal Steam Fund Committee, I called attention to the subject, and convened a Public Meeting on 12th of October 1838, at which the Right Honourable Sir R. Wilmot Horton, Bart. presided. I then had the honour to submit a plan for the approval and support of the Public, whereby a regular and secure monthly communication might be maintained, suitable to the wishes of all parties, whose interests are deeply involved in so important a measure.

At this meeting, the following Resolution proposed by Sir John Rae Reid, Bart. M.P. and seconded by James McKillop, Esq. was passed with acclamation.

"This Meeting is unanimously of opinion, that the present means afforded for overland intercourse with India is totally inadequate for commercial purposes, and that for social purposes it has hitherto entirely failed to fulfil the just expectations of the people, both of England and of India." *(Cheers.)*

A Committee* was also appointed to investigate the subject, and to make their report. Public duty was never more faithfully nor more zealously performed. The Committee made their report, it was received and adopted at a Public Meeting in January last, and therein they stated,

"Your Committe are of opinion, that a monthly communication, combining regularity and despatch, so ardently desired, but hitherto so unsuccessfully attempted, may be effectually secured through the instrumentality of a private association, and that by such agency alone can it be accomplished.

"In order, therefore, at once to place the undertaking in a position of undoubted efficiency to carry out the scheme with perfect success, your Committee recommend that the Capital of the proposed Company should not be less than £600,000.

"To meet the annual disbursement, your Committee consider that the projectors should look for returns from the following sources, viz.: passengers, periodicals, specie, and valuable light parcels, and an annual payment from Her Majesty's Government and the East India Company, for carrying the mails and despatches to and from the several presidencies of India and Ceylon, and for a monthly conveyance of the mails to and from Gibraltar, Malta, and Alexandria.

"Your Committee are decidedly of opinion, that any Company, formed with an adequate capital for the purpose of carrying out the contemplated communication, would be entitled to receive an annual sum from Her Majesty's Government and the East India Company, for a limited period, not only for conveying the mails and despatches, but also in consideration of the vast benefits, political, social, and commercial, which such international communication cannot fail to confer."

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* John Bagshaw, Esq.
T. A. Curtis, Esq.
Henry Gouger, Esq.
J. P. Larkins, Esq.
James McKillop, Esq.
Captain Alexander Nairne, H.C.S.
P. Auber, Esq.
Captain Henderson.
J. H. Pelly, Esq.
John Pirie, Esq. Alderman.
Christopher Read, Esq.
John Small, Esq.
Robert Thurburn, Esq.
Major Turner.
Major Oliphant.
P. Stewart, Esq.

At that Meeting the following Resolutions were passed unanimously:—

"That the daily increasing importance of a quick and certain intercourse between Great Britain and her immense possessions in the East Indies, whether the subject is considered politically or commercially, renders it highly necessary that the intercourse should be sustained by a private Company, whose sole object would be to afford such means of conveyance of letters, newspapers, and periodicals, and such accommodation to passengers as shall ensure a constant and certain monthly communication between Great Britain, and the three Presidencies of India and Ceylon, and whose future views may be directed to the extension of that communication to the Mauritius, the Straits, China, and Australia.

"That T. A. Curtis, J. P. Larkins, J. Bagshaw, and James McKillop, Esquires, be requested to take measures for forming a Board of Direction, and preparing a Prospectus to carry out the proposed Company, and that the East India Association of London, and the respective Chambers of Commerce of Liverpool, Manchester, Glasgow, Bristol, and Birmingham, be respectfully invited to co-operate with the proposed Company."

The Gentlemen thus appointed, were selected from the Committee who had investigated the subject, and who had brought up their Report. Proceeding in the spirit of that Report, they entered into a negociation with Her Majesty's Government, through their Chairman, T. A. Curtis, Esq., and the plan submitted to Government was approved of. Previous to its being carried into effect, it was necessary the East India Company should concur in the arrangements. The Projectors, therefore, in May last, placed before the executive of that Corporation the plan that had been approved of by Her Majesty's Government. To demonstrate the advantages that would be gained by the adoption of that plan, I will place it in juxta-position with the one in operation.

First, as to Letters.

PRESENT PLAN.	PROPOSED PLAN.
Letters have to pass through France and Egypt, and they arrive at Suez in twenty days: if a steamer be there, which	A *guarantee* has been offered, to place three steam-ships between London and Alexandria, each of two thousand ton

is by no means certain, they will in eighteen days more reach Bombay: but from Bombay there are not means to send on the whole mail at the same time, which is consequently divided into several packets, the first occupying in its transit (from the mail's arrival at Bombay to Calcutta) twelve days, the last division seventeen, causing a difference of five days between the receipt of Letters at Calcutta, and Bombay, although they left the London Post-Office at the same hour. On the average, leters from London to Calcutta are fifty-four days in transit, at a charge of *four shillings and eightpence* for a single letter; it must also be remembered the difficulty of land-carriage from Bombay to Calcutta and Madras, prohibits the conveyance of specie, parcels, law-deeds, bulky invoices, samples, patterns, &c. &c.

burthen, and five-hundred horse-power; and a sufficient number of the same size and power between Suez, Bombay, Ceylon, Madras, and Calcutta, which would convey direct to those places, not only letters, but passengers, parcels of all kinds, East India Company's and Government despatches, however bulky, in forty-five days from London to Calcutta, at a charge for a single letter of *two shillings and sixpence,* showing a gain in time of *nine days,* and a saving in cost of *two shillings and twopence* for each single letter.

Secondly, Passengers.

Steamers leave London every fourth Saturday for Gibraltar; they are inadequate in size and power. At Gibraltar, passengers are transhipped to a much worse boat for Malta; at Malta to another for Alexandria; which port they reach on an average in twenty-

It is offered under guarantee, that steamers of two thousand tons, and five-hundred horse-power, should leave London every fourth Saturday for Alexandria, that a vessel exactly similar should be waiting in readiness at Suez, to convey the passengers, mails

eight days: then comes the feverish excitement,—"Is there a steamer at Suez? If there is, will she accommodate all of us to Bombay?" If she be there, and can accommodate *all* the passengers, which is by no means certain, they will arrive at Bombay in fifty-one days; from thence to Calcutta they are subject to a long land journey, at all times fatiguing; at certain seasons impracticable; but taking it at the fairest period, they will reach Calcutta from London in *sixty-eight days*, at a charge of *two hundred and forty pounds*, to which sum must be added the cost of sending their heavy baggage by some other route.

baggage, &c. direct to Calcutta, calling at Ceylon and Madras; also it would meet a branch-boat at Aden, for the convenience of the Bombay community; but for argument, taking the extreme point, Calcutta passengers would be landed there *in forty-five days* from England at a charge of *one hundred and thirty pounds*, thus saving in time twenty-three days, and in *money one hundred and ten pounds*, to say nothing of the wear and tear of the constitution.

To carry this plan into effect, the Projectors have requested from the Crown and the East India Company a contract for a limited period, and an annual payment of one hundred thousand pounds, for which sum the Company would engage to convey the mails and the East India Company's and Government despatches from England to all the Presidencies in India.

By the arrangement before alluded to, the East India Company agreed with the Crown to divide the expenses of the present line, which is *from Suez to Bombay only*, and the accounts not being made up, the Chancellor of the Exchequer appropriated fifty thousand pounds, as the Government moiety for one year's expense; but although this sum was accepted by the Court, several of the Directors entered a protest against it; the amount being disproportionate to the expenses actually incurred; therefore, independent of the advantage to be derived from an extended and perfect communication over the very limited and irregular system in operation, it is evident the cost to the East India Company will be greatly diminished.

Such a plan of communication is the only one that *can* satisfy the just expectations of the people both of England and of India, for anything short of a plan that proceeds direct from Suez to Calcutta, calling at Ceylon and Madras, as well as to Bombay, *must fail* to render commensurate advantages to the eastern side of India, which have been so repeatedly sought, and which being asked for in reason, should have been graciously conceded long since. The scheme will be curtailed of its fair proportions, by confining the connexion by sea to any *one* point in India; because in that country there is a great difficulty of communication for persons and things, which arises from the nature of the climate—heavy rains at one period and a burning sun at another—and also from the paucity, and bad state of the roads.* I quite agree with Mr. Peacock, who says in his evidence :—

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* "Will it be believed, that after holding of such a country for nearly a century, that the Government-post is carried by footmen, at the rate of about three miles and a half per hour! I travelled a journey of six hundred miles through the most populous and frequented part of India, viz. from Calcutta to Cawnpore, which occupied fourteen days and nights in uninterrupted travelling; soon after emerging from the city of Moorshedabad *the road became a perfect swamp,* and frequently no vestige of it could be found. After wading the whole night we reached, about half-past two o'clock in the morning, a little rising ground, where the weary bearers found a dry spot to rest the palankeen."—*Dr. Spry's Modern India.*

"The total absence of high-roads by which the traffic of the country might be conducted, is found to be one of the heaviest evils with which our eastern dominions is afflicted."—*General Briggs.*

"For the objects contemplated by the Indian Government Steam Navigation would require to be carried on, on a large and efficient scale. Between doing it efficiently and not doing it at all there seems to be no advisable medium".

It would be trespassing too much upon the patience and time of the reader, were the varied and multitudinous objections to be narrated that have been made by the opponents of a complete system of intercourse between the two empires. Without referring, therefore, to those that have already been advanced and refuted, I proceed to notice the last that has been raised, and, as I trust to be able to prove, with as flimsy a title to truth as any that have been previously urged. It is said, the plan proposed has been formed upon erroneous opinions and estimates, and this argument is grounded upon a statement, that, at most, the number of Europeans that could benefit (as passengers) by the establishment of the "Comprehensive Plan," would not exceed *eight thousand;* and, moreover, it is declared, that the "Natives of India are totally indifferent to the matter." The first assumption is not proven by the circumstance, that at present but eight thousand Europeans pass between the two countries; but the smallness of the number going to and fro proves that some very powerful cause has existed for the last fifty years to prevent the augmentation of European residents in India, and it will be fair to assume the same cause has operated to deprive Great Britain of the relative value, which she might otherwise have derived from her intimate connexion with a country of such extent and capability as that of British India.

Can any other nation boast of such a possession? It is most strange, but yet most true, that even unto this day India is to us as an unknown country; with a soil capable of growing articles of prime necessity to England, and with a population capable of consuming the fabrics of our mills and our looms,* in return for the produce of her wide-spread and fertile lands, what has been done? comparatively nothing. Is it not high time, then, that a country holding, under favour of Providence, such a place amongst the nations of the earth, should be no longer hermetically sealed by the vexatious opposition of the East India Company.

The calculations made by the projectors of the proposed scheme, are based upon the actual number of passengers that at present travel from England to and from India, of which number they estimate one half will go *viâ* Egypt, whenever that route shall be made convenient and expeditious. Who will say this is not a moderate and safe computation? but to

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* "The people could take a great deal of the British manufactures; they are remarkably fond of them, particularly of scarlet It is a mistaken notion that Indians are too simple in their manners to have any passion for foreign manufactures. They are hindered from taking our goods, not by want of inclination, but either by poverty, or the fear of being imputed rich, and having their rents raised. When we relinquish the barbarous system of annual settlements; when we make over the lands either in very long leases, or in perpetuity, to the present occupants; and when we have convinced them, by making no assessments above the fixed rent for a series of years, that they are actually proprietors of the soil, WE SHALL SEE A DEMAND FOR EUROPEAN ARTICLES, OF WHICH WE HAVE AT PRESENT NO CONCEPTION."—*Sir T. Munro.*

this should be added the many that will proceed not only from all parts of the continent of Europe, but from America. Experience proves the fact, that on facilities of intercourse being provided, the number of travellers is largely increased. It will also be seen, from the evidence hereafter quoted, given by men of admitted good judgment, that there can be no doubt that the accession of travellers to India and back will be very great when suitable accommodation shall be provided If it be asked why there are so few at present who choose the route here advocated? it may be answered, it is astonishing there are so many; and I quote from the Indian journals the following letters to testify the cause.

"But the voyager must not think his trouble at an end on reaching Bombay; or that the Steam-packets are equal to passenger Indiamen in accommodation In fact I cannot conceive how a lady manages. We have, however, five. There are only seven very small cabins, into each of which two people are crammed: no room to swing cots. Eight other deluded individuals (of whom I am one) are given to understand that in a cabin-passage is included permission to sleep on the benches and table of the cuddy. For this you pay two hundred rupees extra. The vessel is dirty beyond measure, from the soot, and with the difficulty of copious ablution, and private accommodation is almost worse to a lover of Indian habits, than the journey to Bombay from Agra on camels. No civility is to be got from the officers. If they are not directly uncivil, you are luckier than we have hitherto been. They declare themselves disgusted with passenger-ships, but do not take the proper way of showing their superiority to the duty. Egypt is, I hear, still plagued with four-footed things; indeed the Bombay presidency suffers in some degree from a like pestilence, and the Steamers on the other side are said not to be better than on this. One thing, we have abundance of good food and good plain wines. We have only to shut our eyes to the process of the cuisine, and all is right."

Again—"I was twenty-five days from Suez to Bombay in the Atalanta: on my arrival, 25th November, I requested that a dak might be had for Mrs. ——— and myself, *viâ* Nagpore to Allahabad; this I was told by the deputy post-master could not be done, without almost the certainty of our both dying of jungle-fever. I then suggested our going to Madras *viâ* Hydrabad; to this he replied, I might be detained on the road for want of bearers for three weeks or a month, and possibly be obliged to return to Bombay; judge of my vexation and disappointment when I reflect, but for the prejudice of my honourable masters, I might have gone from Suez to Calcutta in the same time it took us to reach Bombay, and at the same cost; thus I should have been spared this toil, vexation, delay, and expense,"

Once more—"I was desirous of coming to England *viâ* Egypt, and took the precaution to apply for accommodation in one of the East India Company's Steamers four months in advance; at the end of the fifth month we went on board, but till the day of embarkation, I could obtain no definite answer as to the accommodation we could have; we were thus charged by the East India Company for passage from Bombay to Suez only:—

"Bombay to Suez, for each adult eight hundred rupees, or eighty pounds; each child four hundred rupees, or forty pounds; European attendant, for whom no sleeping accommodation was provided, and who had her meals with the servants, four hundred rupees, or forty pounds; man servant, for whom there was no accommodation but the deck, forty rupees, or ten pounds. Each cabin was for two persons, neither bed or bedding provided."

I now come at the second objection, viz. "the natives of India are totally indifferent to the matter." The best answer that can be given to this broad, but erroneous assertion, is to allow the native gentlemen to speak for themselves, and to subjoin some resolutions that have been moved and seconded by natives of wealth, intelligence, and influence; added to which the natives have already taken upwards of three hundred shares in the proposed Company, believing, from the statement that had arrived in India, there

would be no longer any hesitation on the part of the East India Company to comply with so reasonable a request, and to give to all the presidencies of India superior advantages at a much less cost than is now incurred for the very limited service rendered. The Report of the Committee of London Merchants, given in January last, before alluded to, had no sooner arrived in Calcutta, than a Public Meeting was called to demonstrate the satisfaction felt there at the result of that Committee's labours.

"Dwarkanath Tagore, in rising to second Mr. Clarke's resolution, found it scarcely necessary to say anything upon the subject which that gentleman had so fully and ably commented upon. He would only say a few words regarding his own countrymen. Among other advantages which they would derive from the establishment of Steam Communication between the two countries, it should be remembered that England was the last place where their grievances, whatever they be, could be redressed, and that every step taken towards reducing the distance between the two countries, was an advantage gained in obtaining redress, which under the circumstances that had heretofore prevailed, every body knew, could not be obtained but after years' delay, and seldom in a satisfactory manner. He therefore hoped his countrymen would now come forward to support the measure that had been set on foot by taking shares."

At a Public Meeting at Berhampore, composed chiefly of native noblemen and gentlemen, the following Resolutions were unanimously passed :—

"1. That the European gentlemen now present cannot allow this occasion to pass without expressing their sincere gratification at the interest evinced in the objects of this Meeting by so large an assemblage of the most respectable native gentry of the city and its neighbourhood, and their hope that so laudable an example will be extensively followed throughout India.

"Proposed by Nuwab Jaun Buhadoor, seconded by Nuwab Shumsher Jung Buhadoor,

" 2. That as the proposed communication by Steam, from Calcutta to the Red Sea, will greatly shorten the period of going to and returning from Mecca Shureef, every Mahomedan is interested in its success.

" Proposed by Nuwab Sufdun Ally Khan Buhadoor, seconded by Nuwab Sulabut Jung Buhadoor,

" 3. That the Mahomedan gentlemen now present be requested to write to their friends in the celebrated cities of Delhi and Lucknow, to endeavour to receive their aid in a scheme fraught with such advantages to all India.

" Proposed by Rae Parushnath Buhadoor, Dewan of the Nizamut, seconded by Nuwab Nazir Darab Ally Khan Buhadoor,

" 4. That all Hindoos are no less interested in the success of this scheme, than the Mahomedans, more particularly the zumeendar Merchants, the most valuable products of whose estates and traffics, such as indigo, silk, &c., will be far more expeditiously conveyed to, and the returns obtained from Europe by this, than by any other mode of conveyance now known.

" Proposed by L. Grey, Esq., seconded by Dr. O'Dwyer,

" 5 That a statement, showing the number of Shares to be subscribed in this scheme, the price of each Share, and the regulations with regard to the payment of the same, be translated and circulated as widely as possible, for the information of the native gentry of the district who have been unable to attend this Meeting.

" Proposed by Rajah Kishennath Roy Buhadoor, seconded by Rajah Ram Chunder Buhadoor,

" 6. That every native of Hindostan should support to the utmost of his power the scheme of Comprehensive Steam Communication, by means of which India will be brought so near to England, the great source to her of knowledge and Government, and which it is to be hoped will tend so much to the developement of the immense resources of this country.

" Proposed by G. G. M'Pherson, Esq., seconded by Captain Goldie,

" 7. That the thanks of this Meeting be given to Koonwur Kishennath Roy Buhadoor, for the exertions he has made amongst the Hindoo community to further the objects of the Comprehensive Steam Communication.

"Captain Pemberton, then, at the request of the Chairman, read a list of the members of the Nizamut family and dependents who had subscribed to the Steam Fund, and intimated that he had received communications, of an intention to subscribe, from other members of the Nizamut family, whose names did not appear in the present list.

"8. A vote of thanks to the Chairman.

"The Chairman, in returning his thanks, congratulated the native gentlemen who attended the meeting on their respectability and number, and observed that there never had been so large an assemblage, he believed, at Berhampore before, nor one on a more interesting occasion."

The interest the natives of Hindostan *not only have, but feel,* in promoting the approximation of the two countries by means of Steam-power, is here manifested; and he who knows it will think lightly of truth, should he be bold enough hereafter to assert "the natives of India care little about the matter." It cannot fail to appear otherwise than extraordinary that we should have possessed for so many years a country whose empire is as large as Europe, (Russia excluded,) of a population of more than 100,000,000, and that a native of British India, if seen to-day perambulating our streets, is eyed with as much curiosity as if he had been just introduced from a newly discovered country, of which it may have pleased some marvellous modern traveller to have told the greatest wonders. It is evident a forcible reason must cause this estrangement of our fellow-man, otherwise so intimately connected with us in a bond of union, as subjects of the same sovereign, and whose interests in common are so identified with our own.

A long sea-voyage is in every way repugnant to their feelings, and is never undertaken except for the purpose of obeying the dictates and ceremonies of their religion. Many of the wealthy and influential Musulmen of Hindostan make a pilgrimage to Mecca, notwithstanding the serious inconvenience and deprivation of comfort they suffer on board the ill-fitted and badly-navigated Arab ships, at present their only means of conveyance. But if such a journey was to be one of comparative ease and pleasure, as the establishment of this undertaking would make it, when they had reached half-way from India to England, prejudice would yield to curiosity; we should not find them hesitate to extend their journey, and, in a short space of time, our streets and our manufacturing towns would be thronged with natives from India.* Give then to the educated class

* "I conceive it to be the most efficient measure which can be adopted for raising the moral and political character of the natives of British India, and for affording them those moral and political advantages which they have a right to expect to derive from their present connexion with Great Britain. It will, from the shortness of the passage, and from the interest which is attached by all persons to the countries through which the travellers must pass, induce many persons, as well Englishmen as foreigners, who otherwise never would have thought of doing so, to proceed to India, and make themselves acquainted with the history and people of that portion of Asia; and thereby call the attention of Europe in general, and of the British public in particular, to every circumstance of importance which is connected with the subject. It must ultimately improve the nature of the government of India, by enabling the natives of the country, without doing an injury to their religious habits and feelings, to come to England, and submit their opinions upon all public questions involv-

proper facilities for coming to England—afford them the means of becoming acquainted with our moral ties and social habits, and our principles of government, and much will be done towards effecting that moral change in the character of the natives of India on which the stability of our Indian empire mainly depends.

It is not necessary to prove that a country strictly commercial requires the greatest facility of intercourse with all parts of the globe. Notwithstanding this axiom, the opponents of a "Comprehensive Plan of Steam Communication with India," profess to doubt

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ing their public and private interests, directly to both Houses of Parliament; and thereby render it necessary for the local governments of India to consult the natives of the country on all questions in which their interests are concerned. The effect which is likely to be produced upon the minds of those natives of India who may hereafter be induced to come to England may be fairly estimated from the effect which a residence in England had upon the mind of the late Rammohun Roy, a Hindoo, and a brahmin of high caste. He told me that eighteen brahmins and four rajpoots of his acquaintance, in different parts of India, had, in consequence of his having written to them an account of the manner in which he had been received in England, and of the knowledge which he had acquired since he had been in the country, authorized him, in the event of a Steam Communication being established between England and British India through Egypt, to purchase land for them in England, intimating to him their intention of coming and residing for some years in the neighbourhood of London, and making themselves acquainted, for the benefit of themselves and their countrymen, with our laws, science, and institutions; and not long before his death, he one day when he was with me drew up in my presence the sketch of a work which he intended to write, in imitation of Cicero's Tusculan Questions, and to circulate it throughout every part of India, purporting to be a Dialogue between a Brahmin from the Thames

whether it will extend our trade, and produce generally those beneficial results to commerce which its advocates expect. It will therefore not be ill-timed to offer here a word or two upon this part of the subject.

Towards the close of the East India Company's charter, that terminated in 1814, it was then contended, that no great increase of trade in that country could be expected. The Chairman of the Court of East India Directors, in a letter to the Right Honourable Robert Dundas, 1809, referring to public opinion, on this head, said :—

" The article of the first necessity, (cotton,) their own country furnishes more abundantly and more cheaply than it is possible for Europe to supply them."

In the year 1814, however, the trade was opened; at that time the export of manufactured cotton to India, and the whole tonnage employed were

	Yards.	Ships.	Tonnage.
In 1814	817,000	180	68,732
„ 1824	23,685,426	222	98,463
„ 1832	51,833,913	330	122,952

The value of cotton exported in the same time, increased from £.201,182 to £.3,238,248; and the value

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and a Brahmin from the Ganges, in which, after discussing our moral and political institutions, both Brahmins agree to recommend such of their countrymen as can afford it, to come to England, and acquire that degree of knowledge which is necessary to raise them to that moral and intellectual superiority which the Supreme Being has qualified them to enjoy in this world. He was very unwell at the time, and requested me, in case of his death before he could complete the work, to destroy the sketch, which I have done."—*Right Hon. Sir Alexander Johnstone.*

of all exports from Great Britain from £.1,874,690 to £.4,674,673.

As with commerce so it is with literature; but even under the present system of intercourse, limiting, a sit does, the advantage to Bombay, (from whence to all parts of India the charge for postage of newspapers is very heavy, while for periodicals it amounts to prohibition,) what is the result?

In April 1837	Newspapers sent were	127
In August 1839	„	2,700

On this subject I must introduce a paragraph from the Calcutta Englishman.

"Newspapers coming free would multiply immensely. Almost every individual at the several presidencies would take an English newspaper; and, if the residents in the Mofussil did not do this to so great an extent as regards the London newspapers, yet very many of the Mofussil residents would gladly pay the Indian postage to receive the newspapers of the county with which they might be connected. The whole British periodical press is therefore deeply interested in the early establishment of the Comprehensive Scheme; and none so much so as the more influential newspapers. We should be curious to learn how many Indian subscribers the *Times* would add to its list, if the Comprehensive Scheme were in full and regular operation.

"The above is not mere theoretical assumption. It partakes sufficiently of actual detail to warrant our assertion, that the natural effect of affording facility to the transmission of correspondence is already in manifest operation, even under the present miserable arrangements."

India contains 1,128,800 square miles, with a fertile soil and an industrious and dense population. She is capable of producing in exuberance, and in almost endless variety the crude material for our markets, by the sale of which she would enrich herself,

and in return she would be able to purchase our manufactures* to an extent which the imagination, taking a review of 100,000,000 of population, may conceive, and of which no other country without the pale of British influence and British capital can be supposed capable.

What powerful cause then has hitherto prevented that which in truth might be termed a "system of reciprocity?" The two most cogent reasons that may be urged are, First, the till recently exclusive privilege of the East India Company, and which even now they would feign uphold by denying the boon here sought at their hands: Secondly, the immense distance and the difficulty of approach, which, combined, have limited that international change of persons which invariably creates a knowlege of and an interest in each other's wants; to which

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* "Place India on an equal footing with the mother-country; treat her as a trading nation, and not as a tributary colony; and ninety millions of people, with a thriving agricultural population, and a ready market for their produce, will not fail to consume all that the manufacturers of England can supply, in the way of broad-cloth, cutlery, machinery of every description, (from a steam-engine to a pocket-watch,) porcelain, glass-ware, in all its shapes, jewellery, wines, and a hundred other articles, which the want of means alone now prevent the natives from purchasing."—*General Briggs.*

"The natives of India are just as desirous of accumulating wealth, as skilful in the means of acquiring it, and as prone to all its enjoyments, as any people on earth. It is the land-tax that confirms their unalterable poverty. If the channels of wealth were freely opened in India, luxuries would abound as in other countries. It is inconsistent with the laws of human nature to suppose otherwise."— *Bishop Heber.*

may be superadded, the narrow policy that continued so long, unjust fiscal regulations which deprived the agriculturists of India of privileges which, in common with the colonies of the crown, she had a natural and moral right to enjoy.

Among the prolific growth of her soil, are to be found cotton,* indigo, sugar, tobacco, silk, hemp, flax, spices, and gums. The English capitalist, however, has to the present time devoted his attention to realising fortune from proved sources of profit, rather than incur a heavy outlay on the untried, but promising methods of accumulating wealth.

There is scarcely a vegetable production known to our commerce that might not be obtained from India with profit and advantage. Our machinery has enabled us to supplant their manufactures, but her agricultural resources have yet to be developed by the employment of skill and capital from Europe, and the unparalleled fruitfulness of her soil ensures an abundant return to all who may be induced to embark in the enterprise. The *Linum Usitatissimum*, a most useful species of flax, that grows in exuberance

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* In 1834, four bales of Bombay cotton were sold in Liverpool at a higher price than the bulk of American cotton. * * * Evidence confirms the fact, that cotton can be grown in India fully equal, or rather superior, to the bulk of the American.

The *Bombay Chamber of Commerce* have reported to the London East India and China Associations, that excellent sugar,—cotton equal to some of the finest kinds of American, and also raw silk, can be produced in the Bombay territory.

throughout India, is wholly neglected.* The Hindoo agriculturist, finding ample remuneration in the seed alone, suffers the flax to rot on the ground; never dreaming of its extensive use, and the consequent value it might realise as an article of export to this country. How should he? The Natives of India are strangers in our land, the British capital hitherto employed there, has been for the most part absorbed in indigo and opium.

Linseed, the product of this flax, has within the last five or six years only become an article of commerce to Great Britain. It yields five per cent. more oil than that from Russia, and since it has occupied the attention of the English speculator, *in one year* 3000 tons weight of it was imported into Great Britain—in all 18,000 tons.

I have said before, India is to us an unknown

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* *The Consumption of Foreign Flax in Great Britain,*

In the Year ending the 5th of January,		1837, was. . cwt.	1,530,000
Ditto	ditto	1838, „	1,000,000
Ditto	ditto	1839, „	1,625,315
		Three Years	4,155,315
Average Consumption per annum . . . . cwt.			1,385,105
		or tons,	69,255¼
Annual Value at an Average of £60 per ton . .			£4,155,315

And allowing, as in the case of jute and hemp from India, seventy-five feet to the ton of 20 cwt., the import of flax from the latter country would yield employment to 100,000 tons of shipping.

country. After the lapse of ages the advantages to be derived from her connexion with us are just beginning to dawn; the most important sources of her commerce and her agriculture are yet in their infancy. The English manufacturer who reflects on this cannot fail to see the important consequences that must result from facilities of intercourse. The British ship-owner will see in the agricultural prosperity of India the employment of a very considerably increased tonnage; for it must be borne in mind, to convey the same quantity of merchandize from India would (from its distance) require at least double the tonnage that would be necessary to convey it from the Baltic.

Establish then the Comprehensive Steam Communication, and Englishmen will no longer have difficulty in visiting this much-neglected, but interesting country. Becoming eye-witnesses of the resources of her soil, enterprise will revive and again call into action the very life-spring of industry: the Natives will find employment, and earning a surplus of wages beyond that capable of purchasing a bare subsistence, it will be employed, first, in providing an augmentation of necessaries of British manufacture, and then, in the progress of their accumulating wealth, of luxuries; by this means India would become endowed with an active and re-active power, the source both of supply and demand.

Thus briefly of India; but to draw nearer home, is it too much to say, that our trade will revive and extend in that country through which this grand high-road is to pass? We know the borders of the

Red Sea and the provinces adjoining in Africa and Arabia are studded with cities and towns densely populated. We have the evidence of travellers on that route that the people are both ready and desirous to possess themselves of British manufactures, but that having no direct intercourse with Europe, the mode by which they are at present supplied renders the price to them so exorbitantly high as to restrict their purchases to small quantities. From the eastern coast of Africa ivory, gums, hides, various drugs, and gold-dust are exported; for which, in return, they would take broad-cloth, light clothing, cutlery, ornaments, &c., to an enormous extent. If we refer back to the state of trade in those countries before the passage by the Cape of Good Hope was discovered, we may form some idea of their resources, and of what would be their relative value again to us by the adoption of this systematic scheme:—in fact, a road for facilitating the intercourse between Great Britain and her Oriental empire would be a line of commercial exchanges throughout. The capital of England would find profitable employment in India; art and cultivation would walk hand in hand; and then, indeed, would India be the brightest gem in the British Crown.

I am so sensible of the importance of this project, and so convinced of the feebleness of my efforts in promoting it, that I take leave to add the opinions of the late Lord William Bentinck and the Hon. Mr. Elphinstone, than whom no two persons could be found, in the British or Indian empire, whose judg-

ment on this matter would be more esteemed and valued.

"What is your opinion of the probable effects, political and moral, of a communication with India by Steam ?—I think the effect would be highly advantageous, both in a political and a moral view.

"What do you conceive will be the effect of increased facility of communication on the members of the Company's service ?—It may perhaps lead to inconvenience, by promoting appeals and the employment of private interest against the decisions of the local governments; but that will be more than compensated by the more frequent visits of the Company's servants to England, and the greater infusion of European ideas, which cannot fail to extend their views and increase their efficiency. It will also tend much to strengthen their connexion with their native country, the possible diminution of which has on former occasions given rise to serious apprehensions. It would probably increase the number of travellers, who will have the attractions of Egypt and Arabia, instead of the discouragement of a monotonous sea-voyage. This will be useful, from its effects, in India, and still more so from the attention it will draw to that country, and the interest it will excite about it at home.

"What do you think will be the effect of a more easy communication with England on the natives?—I think it will have the best effects, though they may not be felt to their full extent at first. The real obstacles will not be much diminished; for after the effort necessary for a native to form the intention of visiting a country so remote and so unlike his own, the addition of a short time to his passage would not be likely to deter him; but there is a great deal in getting rid of the vague dread of a sea-voyage; and although the overland journey, as it is called, would prove to be almost entirely made by sea, yet, when once a native had been tempted to enquire into particulars, he would find the actual difficulties to be very small. The novelty of a Steam conveyance will excite attention. Two or three successful visits will lead to more attempts; and it is to be hoped that the fashion will spread among the rich and educated classes. The advantage of the visits of such persons would be incalculable. More would be learned by an intelligent native during a year's residence here

than by many years' study in India; and each individual, on his return, might open more ideas to his countrymen than the ablest European could ever hope to do.

"Do you apprehend any ill consequence from the influx of natives into England?—No. There may be an increase of petitioners at the India House, which is troublesome, without being of much use, for their affairs are seldom such as the Court of Directors could interfere in; but if it is not required for redress of grievances, it is useful as a vent for discontent; and no man will undertake such a journey, with the knowledge that a year's residence will also, in all probability, be necessary in this country, unless he is actuated by strong feelings of the importance of his case. It is also sometimes said, that a familiarity with the institutions of Great Britain would indispose the natives to obedience to the government in India; but I do not see that danger. If they only get a taste for popular government, or a disposition to legal assertion of their rights, it would be an improvement in their character; and with respect to factious feelings against the local government, I think they are more likely to acquire them in Calcutta than here, where they are less liable to be dazzled with the novelty of liberal opinions, and where they may observe that it is not so simple a matter to carry those opinions to their full extent as it seems at a distance. Besides, I do not think that there is any fear of disturbances in India from democratic principles. The real sources of danger there, are national prejudices and religious enthusiasm, both of which would be weakened by visits to England.

"What other effects do you think Steam Navigation would have in India?—I think the free communication, as far as it went, would be useful in many ways; merchants would have more facility in ascertaining the state of the markets, and manufacturers in suiting their productions to the native taste. The greater quickness with which books and instruments might be ordered, the greater ease in printing both native and European books, and, above all, the increased attention which we might hope the two countries would pay to each other's proceedings, would be the means of procuring important benefits to India. The effect of the more direct influence of the English press might have been questionable while that of India was restrained; but I think there is no doubt that it would be useful now. If the acts of the Indian government attracted notice in this country

the discussion of them by the newspapers attached to different parties would secure a more impartial examination of them than they might meet with in India; and if in the progress of colonization there should come to be any opposition of interest or feeling between the Europeans and natives, I think the natives would have a better chance of being treated with fairness in an English newspaper than in an Indian one."

Hon. Mr. Elphinstone's Evidence.

" Do you think that, supposing the scheme were carried into effect, the great mass of Europeans going to and returning from India would prefer the short to the long voyage round the Cape of Good Hope? I have no doubt of it: I think also there would be a very considerable addition to the number of passengers. At present all the passengers to India come from the United Kingdom exclusively; whereas I conceive that, from the continent of Europe, and from the tide of travellers generally, you would have a very great addition of numbers by the Red Sea to visit India.

" Your Lordship was understood to say, on other occasions besides this, there is in India, among the European residents universally, and partially among the natives, a very general demand for the establishment of this extended communication?—It is universal among Europeans, and has spread also among the natives, from their conviction of the benefit India might derive from being brought into a closer connexion with England, both commercially and politically.

" If some such scheme as that you recommend should not be carried into effect, in your opinion a general dissatisfaction will ensue?—There is no doubt of it; and the subject has been entertained in India now during the last five years. For three years of that time I was in India, and I can state the very general and intense desire for it among all ranks and classes; and I may perhaps state here, that nobody was more anxious about it than the Bishop of Calcutta; it was his opinion that it would tend very much to the extension of Christianity in India, and the general improvement of India; that opinion he expressed at a public meeting, and he has frequently expressed the same opinion to myself.

" Do you consider that a speedy and regular communication by Steam with all the ports in India will be productive of any moral

or political advantage ?—Very many, and very great. With respect to the moral advantage, I have already had the occasion, in India, of publishing my opinion ; and I will now repeat it. The subscribers to the Madras Steam Fund addressed me a letter, in 1834, in which they stated their belief that this project would confer vast and incalculable benefits upon our country and mankind. I answered as follows : 'I confess that my anticipation of the expected benefit goes far beyond the more obvious results, great as those undoubtedly would be, of improved government, of the welfare of the people, as effected by such improvement, of the promotion of commerce, and of what may be considered of minor importance, of the comfort of our own numerous countrymen, separated by such great distance of time and place from all connexion with their dearest interests.' The limit assigned by the resolution is expressed by the large term of 'mankind,' and in my judgment appropriately and correctly ; because the great want of this eastern world, India, China, &c., may be comprehended in the single word, 'knowledge.' If the moral condition and happiness of the most enlightened countries suffer from this cause, it can be easily conceived, that on this great space, where the human mind has been buried for ages in universal darkness, the task must be hopeless, unless the same means which have alone accomplished the object elsewhere are brought into action, and these means increased and enforced with all the encouragement that the Government authority can bestow. I look to Steam-Navigation as the great engine of working this moral improvement. In proportion as the communication between the two countries shall be facilitated and shortened, so will civilized Europe be approximated, as it were, to these benighted regions ; and in no other way can improvement in any large stream be expected to flow in. The circumstances that have hitherto operated as a complete barrier against the intercourse of the natives with Europe, except the classes of sailors and of menial servants, have been, first, certain customs as to food prescribed by the Hindoo religion ; and, secondly, and mainly, the length, the expense and apprehension also of so long a voyage. In respect to the first of these obstacles, Rammohun Roy, who will be of illustrious memory among his posterity, has broken the ice ; and I know that some, and I have no doubt that other, rich and well-educated natives are preparing to tread in his footsteps, with the same lau-

dable desire of seeing what India may become, by what Europe, and especially England is, and of raising their country by the same means from the moral and political degradation in which she is plunged. When in India I recorded the opinion, which I repeat, that had the establishment of Steamers now proposed been then in existence during the Burmese war, many thousand lives, prodigious individual suffering, and millions of money, would have been saved to the state. It is not too much to assert, that under the peculiar local circumstances of India, with great space, no roads or canals, a very unhealthy climate, and with a sea-coast for its universal limit, one-fourth of the same military force, in co-operation with an adequate Steam establishment, would be more efficient than the whole without it. Perhaps the most important benefit of all would be its tendency to place the security of our empire upon the only solid foundation, the general good will of those we govern. Our government, to be secure, must be made popular, and to become so, it must consult the welfare of the many, and not of the few: the government must remain arbitrary, but it may also be, and should be, paternal. It is through the means of a quick, safe, and frequent communication between all India and England, that the natives of India in person will be enabled to bring their complaints and grievances before the authorities and the country; that large numbers of disinterested travellers will have it in their power to report to their countrymen at home the nature and circumstances of this distant portion of the empire. The result, I hope, will be to rouse the shameful apathy and indifference of Great Britain to the concerns of India; and by thus bringing the eye of the British public to bear upon India, it may be hoped that the desired amelioration may be accomplished. The following remark of Mr. Mill in his able History of India, is well suited to the present question: 'If the East India Company have been so little successful in ameliorating the practical operation of their government, it has been owing chiefly to the disadvantage of their situation, distant a voyage of several months from the scene of action, and to that imperfect knowledge which is common to them with all their countrymen.' "—*Right Hon. Lord William Bentinck's Evidence.*

With such authority as the foregoing, and considering the results that a perfect system of Steam Communication with India would probably lead to, it does appear almost incredible that there should be any enemies to a measure which has been proved beyond contradiction would be an inestimable benefit to Britain and to India; and it may sound still more strange to many, (who now hear it,) that the Directors of the East India Company, the very parties who ought to be foremost in promoting the object, are those who have been from the first most adverse to it! who even now do all they can to thwart its progress, and to render nugatory the efforts of those warm friends of India, whose energies have been applied to establish the much-wished-for communication. Was the project that has been laid before them a chimera—could it be designated a disjointed or a visionary scheme, framed by parties who sought in its working no other object but personal aggrandizement, then their objections to contribute the aid asked would have some rational foundation; but is the judgment of the East India Company, or rather of their executive, being that of twenty-four sage counsellors in Leadenhall Street, to outweigh the decision of the Ministers of the Crown, backed as it is by public opinion at home and abroad?

Formerly their calculations, given in evidence, went to prove their objection was founded on the expense. "*Mr. Peacock stated, it would require annually* £100,000 *to maintain four vessels of six hundred tons each!!*"

Now they do not hesitate to disburse £120,000 a year (a sum extracted from the over-taxed Natives of India,) to keep up an irregular and imperfect communication between *Bombay and Suez!* an object to them of little or no value; while, on the other hand, they refuse to give their sanction and co-operative aid to a plan which combines every advantage for all classes of the British and Indian community, and that for an annual payment of less than £50,000.

Is it not monstrous that the East India Company should be permitted to continue the narrow-minded policy, which has hitherto *double-barred* every door that would open a channel through which the Natives of India might find an easy access to our shores?

The public of England and of India have been humbly supplicating and waiting years for such an arrangement as the one here advocated, whilst the East India Company has played the dog in the manger, neither doing it themselves, nor suffering it to be adequately undertaken by others. How much longer are the community of both empires to endure such narrow, selfish, and unfeeling policy?

Her Majesty's Government should insist upon one of two things—the public should demand it:—they should call upon the East India Company to withdraw their opposition to the wish and opinion of the Right Honourable President of the India Board,*

* 10th March, 1837. Sir John Hobhouse, in a letter to the Chairman and Directors, stated, "I am convinced that any plan which does not embrace a communication by Steam Packets with Madras

or to produce a measure themselves, in all respects as perfect and complete as the one proposed for their adoption by Mr. Curtis and his colleagues. But considering, as I have shown, that from the first the East India Company have opposed this measure, and have prevented its being an instrument for good in the hands of others, that they are themselves unwilling agents, and only have yielded to the pressure from without to do *the miserable little* that has been done; I confess I should not be disposed to trust their promises for the future, unless they be secured by the authority of Parliament.

Therefore, taking a review of the whole project from its advent to the present hour, with the experience of the constant failure, even in its very limited line of operation, under the control of the East India Company, and with the knowledge that it is not their intention to extend the communication beyond the line from Suez to Bombay; moreover, to attempt that only when the weather will permit their Packets

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and Calcutta, as well as with Bombay, will entirely fail to give public satisfaction, and to fulfil the just expectations of the people, both of England and of India."

28th March, 1839. Sir John Hobhouse expressed a wish in writing, that a contract should be entered into with Mr. Curtis and his party.

12th July, 1839. The Secretary of the India Board, in his letter to the East India Company, writes in reply to theirs of the 11th, " I am desired to state, that the Board having, through their President, placed on record an opinion favourable to the adoption of the proposed scheme, an opinion which they see no reason to recall, consider that they cannot, either in consistency or propriety, reverse that opinion."

(" Tubs,") to make the passage, I maintain the public ought no longer to suffer the caprice, whim, or jealousy of that corporation to interfere against the accomplishment of an object, in which national and individual interests are so deeply involved.

POSTSCRIPT.

The foregoing pages were at the printer's when public attention was called to the correspondence just published, which has passed between Mr. Curtis and the President of the India Board and the Court of Directors of the East India Company, upon this very subject. The pamphlet itself cannot be too strongly recommended to the attentive perusal and consideration of each individual who feels an interest in British India : a brief notice of its contents here must suffice.

It appears that Mr. Curtis (as Chairman of the Committee,) in the first instance, communicated with the ministers of the Crown. This created a narrow-minded jealousy in Leadenhall Street, which was found to be operating to the prejudice of the cause. On the 15th of May last, therefore, Mr. Curtis addressed himself direct to the " Honourable Court of Directors of the East India Company," and having waited a considerable time without receiving any answer to his letter, on the 3rd of July that gentleman reminded them of their neglect, and asked for a reply, —still no answer. It, consequently, became necessary

that a third letter should be written, which bears date September the 14th. On the 14th of October, exactly *five lunar months* from the date of the first letter to them, this Honourable and dignified body thought proper to vouchsafe a reply! It is worthy of remark, that although Her Majesty's Ministers were in the first instance addressed by Mr. Curtis, yet due courtesy was at the same time observed towards the Court of Directors, and, that they were not only furnished with copies of all the letters at the time they were sent to Sir John Hobhouse, but, the Court were in possession in detail of every transaction that had taken place, (relative to this subject,) since the public meeting that was held in October, 1838, "To promote an efficient means of Steam Communication between Great Britain and all the Presidencies of India," as the following extract from Mr. Curtis's letter distinctly declares—

"To the Hon. Court of Directors of the East India Company.

London, 15th May, 1839.

"HONOURABLE SIRS,

"The daily increasing importance of the vast empire held in possession by your Honourable Company in the East Indies, both as regards the political, social, and commercial relations in which it stands to this country, and the necessarily consequent desire on the part of those who are in any way connected with that branch of the British dominions, that the most expeditious mode of communication should be established between Great Britain and her Indian Empire, led to a Public Meeting, which was held at the Jerusalem Coffee-House on the 12th of October, 1838. The result of that Meeting was the appointment of a Committee to take into its consideration such plans as might be submitted to it for carrying into effect the proposed object of a direct and regular communication by Steam-vessels from Great

Britain to the three presidencies of India and to Ceylon, by way of the Red Sea. After a diligent investigation the Committee made its Report to the General Meeting, which was held at the London Tavern on the 18th of January last, when the Report was received and a Committee appointed to carry into effect the proposed objects of that Committee, of which (as of the former one, appointed by the Public Meeting of the 12th October, 1838,) I was named chairman.

"I had the honour of transmitting to the chairman and deputy-chairman of your Honourable Court the printed Report adopted by the Meeting of the 18th January last, for the information of your Honourable Court; and having, at the desire of the Right Honourable the President of the India Board and the Chancellor of the Exchequer, addressed them a letter, pointing out what were conceived to be the defects of the present system of inter-communication with India, and the remedy to make it perfect, I also transmitted a copy of that letter to the chairman of your Honourable Court. Subsequently, in consequence of some questions put verbally to me by the President of the India Board, I addressed another letter to that Right Honourable Gentleman, and a third in reply to a letter from the chairman and deputy-chairman to him. In order to bring all these documents under the consideration of your Honourable Court, I transmit inclosed herewith copies of my several letters alluded to above, viz. Feb. 21, March 25, and April 13."

Now, I am quite sure that I may venture to assert, that the Court of Directors of the East India Company are the only public body in Europe, who would have committed such a palpable breach of the common observances of social or official etiquette, as to have kept any gentleman for five months without an acknowledgment even that his letter had been received, more particularly when that gentleman was known to have been authorized by the merchants of London to communicate upon this subject with themselves. Having made this short comment on the

manners of the Honourable Court, let us examine the reply itself.

After acknowledging the receipt of the several letters from Mr. Curtis, it states, "*The East India Company have been, and are anxiously endeavouring to establish an efficient Steam Communication with India.*" IF this be truth, the signal and constant failure of those endeavours are conclusive arguments against the East India Company, and prove "an efficient Steam Communication" is not to be accomplished through their agency.

They next condescend to say, "To any well-devised measures, by which the established means of communication might be extended, the Court would be ready to afford due encouragement,"

On perusing this paragraph, it bears the appearance of such great plausibility, that the public will conclude the Honourable Court are in earnest. *No such thing ;* disrobe it of its cloak, and it has not the *slightest* pretext for credence.

Who is to pronounce the measure to be a well-devised one?—the East India Company. Is not their own plan, and the vessels they employ for carrying it into effect, the laughing-stock of the veriest tyro in Steam-navigation? Fine names may easily be given to "Locomotive Stys,"* Zenobia! Semiramis! You may call a dray-horse by the name of

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* The "Waterford" and the "Kilkenny" were built for carrying pigs between Ireland and England, *now yeleped* Zenobia! and Semiramis!

"Eclipse," but that will not give to him the properties of a high-mettled racer! Where then is the fittest tribunal to be found to sit in judgment on a "well-devised measure?" Surely not in the "Finance and Home Committee" at the India House? The majority of that Committee were, till lately, opposed to *any communication with India by Steam.*

The "well-devised measure" which Her Majesty's Minister* for Indian affairs approved of, and thesa me which the Court of Directors have rejected, is the result of a careful investigation by a committee comprised of Indian and British merchants, of civil and military servants of the East India Company, and others, who patiently and attentively took, and examined evidence, forming a large volume upon the subject, and who did submit the plan proposed to a public meeting in January last, whereat it was unanimously approved of; moreover, it has been acknowledged in India, by Natives and Europeans, as *the one needed;* still in the face of all this, the Honourable Court re-

* 28th March last. Sir John Hobhouse expressed a wish in writing to the chairman of the Court, that this plan should be supported, subject to a five years' contract, instead of ten, the time asked.

12th July, 1839. The Secretary of the India Board, in his letter to the East India Company, writes in reply to theirs of the 11th, "I am desired to state, that the Board having, through their President, placed on record an opinion favourable to the adoption of the proposed scheme, an opinion which they see no reason to recall, consider that they cannot, either in consistency or propriety, reverse that opinion, which they would virtually do, were they to accede to the request contained in your letter."

quire a "well-devised measure!" Reader, say how much faith you have in their "due encouragement."

But now turn to page 17, and see the East India Company's well-devised measure, (the product of their "*anxious endeavour to establish an efficient Steam Communication*,") placed in juxta-position with the one that has been submitted to them:—mark too the cost!! £115,000 annually!—for what? to draw down upon us the ridicule of nations, and to create and continue universal dissatisfaction, when the most perfect plan that care and talent could devise—one that would add to our national glory, and give security to our Indian Empire, might be had at an annual charge to the East India Company of £50,000, being less than one-half the sum it now costs them to maintain four *inefficient boats*. Was there ever such gross and unblushing effrontery exhibited towards British merchants?

Before concluding these remarks upon this ever-to-be celebrated reply, it is requisite to refer to Mr. Curtis's letter, which is dated the 25th of March, and addressed to Sir John Cam Hobhouse, in which reference is made to a conversation that had passed between those gentlemen on the 14th of the same month, on which occasion it appears Mr. Curtis was given to understand the East India Company would probably yield the point to Calcutta, if the proposed company would not interfere with the Bombay line. In paragraph the fifth of the chairman and deputy-chairman's letter to Sir John Hobhouse, dated the 5th of April, they unequivocally state, "That they could

not consent to make any pecuniary grant in aid of the expense of a Steam Communication with India, without being relieved from the charge which the East India Company now incurs on that account;" which is to say, whatever party undertakes Steam Communication with India, must do all or none; whereas they now state, much as they may be inclined to give due encouragement to an extended measure, "they are unwilling now to enter into any arrangement affecting the measures regarding the communication between Suez and Bombay." Whence, let me ask, is this new light so suddenly derived? To what motive is *it* to be attributed? No one would presume to *think* the little patronage that hangs upon the Packet branch of their Steam-flotilla, would induce this alteration of decision: it will, nevertheless, be a difficult matter to make any dispassionate reasoner believe the decision of the East India Company to be based upon patriotic motives, or paternal regard for the immense population subject to their rule,—seeing their verdict is opposed to the highest authorities in India—to the opinion and desires of the Ministers of the Crown—to their own civil and military Services—and to the social and commercial public of both empires, who are at all interested in the matter.

While the liberal hand of Her Majesty's Government has conceded an annual payment of £240,000 to establish and maintain a perfect system of Communication by Steam with the West Indies, what is done by the East India Company in behalf of our Eastern empire?

They stand forth, armed with the high and powerful privileges of their charter, and, instead of holding out the cordial hand of good-fellowship—instead of fostering, by their sanction and support, the means that have been placed within their reach, to confer " measureless blessings" upon a large portion of the human family, over whose destiny Providence has permitted them to preside—what do they? They attempt to withhold this great boon, they oppose, to sound practical arguments, an evasive reply which ranks only as one among *the* one hundred and one *shifts* that have been resorted to for a similar purpose. How much longer is this to be endured? When will the eyes of British merchants be opened to the truth? When will they see the necessity of active and substantial measures on their own part? Is not the untiring perseverance and the enterprise exhibited in India, a censure upon the continued apathy at home?

That the East India Company has been hitherto the great hindrance to a perfect system of Steam Communication with India, no one can doubt who reads this statement of facts. To hope for it under their fostering hand, I fear, will be useless; and there consequently remains but one mode for carrying it into effect. For however desirable the cordial co-operation of the Court of Directors in support of the undertaking would be, it is by no means an indispensable adjunct.

Let then the community of Great Britain step boldly forward, and respond to the example which has been set them in the East. Let a Joint Stock Company be at

once formed to carry this undertaking, gigantic in importance but easy of accomplishment, into effect. Who can doubt of an abundant capital for such a purpose, if the management be placed in proper hands? The outlay will be invested in *bonâ fide* property; a large and ruinous expenditure beyond the estimate cannot be created; there will be neither the houses to pull down, nor the gentlemen's parks to run through, which call forth such large sums of money in establishing railroads. Approximate India to England, how vast the benefits!" The scheme once accomplished, there can be no doubt of a revenue. The Government are willing to be—the East India Company of necessity would be—not only your ready, but your anxious customers. My conviction grows every day more strong, from the many opportunities I have of judging, that the estimated number of passengers who would choose this Red Sea route is far underrated.

Is an undertaking thus fraught with so much promise, and favoured by so many anticipations, never to be achieved? Great ends must have great aims in those that would attain them; half of the enterprises of the present day, of far less pretensions, would never have been completed, if the energy of man had found a stumbling-block in the objections of the timid, and the blindness of the narrow-minded. "Projectors see no difficulties, critics nothing else."

I shall conclude with quoting the opinion of the Lord Bishop of Calcutta, who, at a public meeting held in that city on this subject, said, "I should

like any gentleman to say, of those who are well acquainted with such subjects, what in his opinion has been discovered of late, that so much opens the access to future improvement, as the present project."

THE END.

Joseph Rickerby, Printer, Sherbourn Lane.

APPENDIX.

APPENDIX.

The arrival of the Indian Mail enables me to subjoin the following extracts, taken from the proceedings of a Public Meeting, that was held in Calcutta on the 19th of August last, to receive the Report of the New Bengal Steam Fund Committee.

The Lord Bishop was called to the chair, on the motion of H. M. Parker, Esq., who characterised him as an honourable, able, zealous, and persevering advocate of Steam Communication.

The Right Reverend Chairman then addressed the meeting as follows:—Gentlemen, it is not without some reluctance that I have taken the chair on this occasion, because I think, that in matters not directly of a religious character, the chair of public meetings is better filled by gentlemen more immediately connected with the subject in hand. Still, so far as may be in accordance with my sacred duties, I am always happy to support this and every other design, which has for its object the good of India and of the world at large. But what overcame my reluctance to act as chairman, at this time, was an intimation from Mr. Greenlaw, that it was designed to offer some tribute to the memory of our late Governor-General, Lord William Cavendish Bentinck, tidings of whose death, at Paris, have just reached us. When I remembered his exertions in the cause in which we are assembled, and in every other design for the happiness of India, I did not think it possible for me to decline the invitation with which I was honoured. It was Lord William Bentinck who, in 1833, first instilled into my mind that zeal for the cause of Steam Communication, which has ever since animated me. It was Lord William Bentinck who induced me to send the little letter in the

June of that year, which many gentlemen before me remember, and which contributed, perhaps, in some measure, to advance the subscriptions then begun. I had continual opportunities afterwards of knowing, that the same distinguished person used every exertion in his power in furtherance of the great cause. A tribute to his memory is therefore most justly due.

Moreover, when I remember the warm kindness which he displayed towards myself—when I remember the integrity of his character, his love for India, and his appreciation of the advantages of native education, I am still further disposed to honour his name. When I add to this his private charities,—his munificence to all around him, (he has more than once at church put 2,000 rupees into the plate for the District Charitable Society,)—when I remember that I never missed him at church when his health would allow him to attend—when I call to mind his avowed allegiance to the Christian religion,—the interest which he took in the wise and discreet progress of Christian missions,—his Christian purity, his family piety, his love to his wife, his kindness and benignity to all around him—the example, in short, that he set to India—all these induce me as a man, as a resident in this country, as a Christian, and as one holding the office I do in the church, to offer my feeble but heartfelt testimony of love to the memory of Lord William Bentinck.

The following Report of the Committee was then read by the Secretary, C. B. Greenlaw, Esq.

REPORT.

"The Committee are happy to state, that the cash paid into the Union Bank, amounts up to this date to Rs. 99,650, being the first instalment on 9,96,500 Rs., or in round numbers 10 lacs or £100,000; and it has been paid by only 401 firms and individuals out of the large number of persons interested in this great undertaking. The Committee trust that many of that number may now be induced to come forward and support, at a critical period, the measures in progress at home; which cannot be better done than by demonstrating the sincerity of the interest felt by a subscription for Shares and payment of the first instalment.

" Of the Calcutta Subscriptions five houses of business have each taken one hundred Shares; and one native gentleman, Baboo Mutty Loll Seal, has taken fifty.

" The Committee cannot pass the Mofussil Subscriptions without noticing the highly interesting proceedings had at Berhampore.

" On the receipt of a Circular, addressed by the Committee to the most influential and leading members of society at the several stations in Bengal and Agra, a meeting was called by Mr. F. W. Russell, at which that gentleman presided, and at which resolutions in conformity with those adopted at Calcutta were passed, and a Committee appointed, consisting of Captain Pemberton and Messrs. G. G. M'Pherson and Lambrick, to further the object of the meeting.

" A Resolution was also passed to the effect, ' That, the meeting observing with deep regret that no native gentlemen have attended, and concluding that they must be ignorant of the advantages likely to be secured to them by the establishment of a Comprehensive System of Steam Navigation, it be resolved that circulation throughout this and the adjoining districts be given to a brief outline, in the native languages, of the nature and objects of the scheme.

" This having been done, a voluntary meeting of the native gentlemen took place, at the house of Koowar Krisnath Roy Bahadoor, Raja of Cossimbazar, at which the matter was discussed among themselves; and it being understood, that having made themselves acquainted with the nature of the enterprise and its manner of accomplishment, they were desirous of aiding therein, another public meeting took place on the 28th day of May, at which Mr. Russell also presided, when eighty-two shares were subscribed for (including twenty-eight subscribed at the previous meeting,) and two have since been added, making in all eighty-four shares from Berhampore. Of the eighty-four shares, fifty-one were taken by twenty-one native ladies and gentlemen. Her Highness the Newab Ameeroomissa Begum having taken ten shares, and Koowar Krisnath Roy Bahadoor, twenty.

" The Committee beg explicitly to state, once again, that the pro-

posed Comprehensive Scheme, always from the first included Bombay, as well as Madras and Calcutta. The exclusion of that presidency indeed has never for a moment been contemplated; and letters for Agra would naturally as now be forwarded by the Steamers of the Comprehensive Scheme, which took the line between Bombay and Aden; while passengers from and for Agra would take their passages either on the Bombay or the Calcutta line, as might be most convenient to themselves. As respects letters indeed, our secretary is at this moment in communication with a gentleman, better qualified perhaps than any other individual in India to advise on such a subject, and who is preparing a statement to show the shortest routes by which letters on the Comprehensive Steamers will reach all the stations in India, in order that they may be made up in packets for Bombay, Madras, or Calcutta; as the stations to which they are directed may be nearest by the Dâk route to one or other of those cities. Thus the Agra presidency would of course have its letters and light parcels via Bombay.

"The Committee are persuaded, that the more the Comprehensive Scheme is understood, the more clearly will it be found to embrace the highest interests of all the presidencies, and all the different stations. It never had, from the beginning, in view any other than the most general and universal benefit of all India, British and native; and as the plan becomes understood, it will draw to itself the general and universal support of all classes of this vast peninsula.

"The Committee have dwelt on the proceedings had at the above three places, with a view to show the deep interest they take in Mofussil co-operation, and in the hope that a spirit similar to that which induced the meetings at Berhampore and Mirzapore may yet spring up throughout Bengal and Agra.

"The Madras Committee, in the meantime, have not been idle. They called a public meeting on the 10th May, at that presidency, at which the Honourable the Chief Justice presided, and at which resolutions, to the same purport as those passed in Calcutta, were adopted. Above five hundred shares have been taken, and subscriptions are still in the course of being made. Among the

Madras subscriptions are those of his Highness the Rajah of Mysore, and of some members of his family, for fourteen shares.

"These subscriptions were made after his Highness had been made aware of the object in view, by the perusal of a pamphlet which had been sent to him at his own request, by Major Stokes. His Highness, in returning the pamphlet, and notifying the subscription, and payment of the first instalment, observes:—

"'The Rajah concurs with Major Stokes, in the opinion that the permanent establishment of Steam Communication between England and India will be productive of extensive advantage to both countries. It affords much gratification to him to find that the scheme has met with the powerful aid and support of a great number of persons, which is a strong proof of the warm feeling entertained in favour of this great enterprise.'

"But the princely subscription for twenty-five shares, by his Highness the Elliah Rajah of Travancore, demands the special notice of the Committee. The high estimation in which his Highness is held throughout India, induces a hope that his example will be generally followed, especially in the presidency which has had the benefit of his Highness's liberal contribution.

"The following has been the manner in which letters have reached Calcutta from Bombay:—

"On one occasion (viz. the February mail,) sixty-two letters for Calcutta, and eighty-three for the Mofussil, (with a single newspaper,(making 145 covers, were received in eleven days from Bombay; the great body of the mail, 2129 covers in number, did not arrive till three days after, and the remainder were two days more: and it has happened that the ordinary dâk of a date subsequent to the despatch of portions of the English mail for Calcutta has arrived previous to those portions of the mail.

"The largest number of covers yet received by the mail at Calcutta, was contained in the March mail, when 4,441 covers were received, 3,634 being for Calcutta delivery, and 807 for the Mofussil. The largest previous number of covers received was 3897.

"The longest period between the arrival of a mail at Bombay, and the final receipt of the Calcutta portion, since last report, was twenty-one days, in the case of the last mail. This mail

consisted of 4,111 covers. The first division arrived in sixteen days after the arrival of the mail at Bombay, and contained 955 covers, of which 815 were letters, and the rest newspapers. The second division arrived in seventeen days, and brought 890 covers, of which 798 were letters. The third came in eighteen days, and had only 164 covers, of which only three were letters. The fourth took nineteen days, and contained 1,247 covers, of which 913 were letters. The fifth arrived in twenty days, and had 331 covers, of which seven were letters. The sixth, and last, took twenty-one days, and brought 524 covers, of which twenty-one were letters. Thus on the third day, although there were many letters to come, few were sent, and on that mail only 164 covers were sent, though on the following day the mail conveyed 1,247 covers.

"By order of the committee of the New Bengal Steam Fund,

"Chas. B. Greenlaw, *Secretary.*"

"*Calcutta, Town Hall, Aug.* 16, 1839."

Capt. T. J. Taylor, then spoke to the following effect.—Mr. Chairman, I believe, after the report just read, every person in this room will feel cause to congratulate himself, and the public on the gradual advancement of the good cause of Steam Navigation. But few remarks are required from me in support of the proposition I have now to make: it was considered as a reproach upon the people of England, that they could not be brought to feel an interest in, or exert themselves for any thing which was to bring no pecuniary benefit to themselves. It was said by the old Spanish Ambassador, Olivarez, that nothing was to be done in England without the expectation of the candle-ends and cheese-parings. This has been shown, however, not to be the case with our indefatigable friend Mr. Curtis, the Governor of the Bank of England, who had the good sense to appreciate the advantages of extended Steam Communication between England and her most valuable colony, and whose energy had determined to produce those advantages. His assiduity in the cause is unparalleled, Mr. Curtis is a man of great wealth and great commercial influence, and could have

nothing to expect in the way of pecuniary reward. But, undoubtedly, he expected to elevate himself in the opinion of his fellow-men. I trust he will not be disappointed. I trust that the thanks of this meeting, and of all India, will be accorded as they ought to be, to that indefatigable man.

Satisfactory, however, as is the general report of the progress made during the last half-year, there is one drawback, gentlemen, to which I must advert. I mean the underhand opposition to the cause of Steam Communication, shown by the Court of Directors, which is altogether unworthy of that honourable body. There is, indeed, some reason why they should not be pleased at the prospect of a speedy communication betwixt India and England—it afforded such an opportunity of applicants for redress. Persons had already gone by the Steamers from Bombay, to lay their grievances at the foot of the throne There are practices in this presidency far more calculated to produce such appeals than anything in those of Bombay or Madras. Look at the resumptions! When I went up the country last year, what was it made the people in the provinces of Behar look on me as if they could cut my throat? What was it made the man at Patua say that "they only wanted a leader?" It was the simple fact, that every man above the common herd—every man possessed of land and property in his own right, felt that his whole estate might be seized on the morrow by the Resumption Special Commissioner, and that he might be turned out into the world, a houseless wanderer, and, with a starving family, be reduced from independence to absolute beggary.

The Court of Directors well knew that if a rapid communication was fairly established, the number of applicants for redress would be doubled,—quadrupled,—increased a hundred-fold. Their opposition, therefore, need be a matter of no surprise. But there is a power to which even the Court of Directors must bow,—the power of Parliament and the pressure from without.

If, therefore, the Court of Directors should return an unfavourable reply to Mr. Curtis's last letter, no time should, I think,

be lost, in convening a fresh meeting, and addressing a petition to Parliament, appealing against the proceedings of the Honourable Court. It now only remains for me to propose to the meeting the following resolution :—

" That the Report be received ; that the thanks of this meeting be conveyed by the Right Reverend the Chairman to Messrs. Curtis, Larkins, Bagshaw, and McKillop, and to Captain Barber, for their zealous and well-directed efforts to obtain the immediate establishment of a perfect Comprehensive Steam Communication between England and India ; and that they be assured that no exertion shall be wanting in Bengal in aid of their endeavours."

The resolution was seconded by Col. McLeod, and carried unanimously.

The Right Reverend Chairman, here took occasion to observe, that it would be advisable for the gentlemen present, strictly to confine themselves, in their orations, to FACTS relative to the object of the meeting, and not digress from the subject, to attribute unworthy motives to, or censure, any body on mere hypothesis.

Mr. Parker.—My Lord and Gentlemen,—I have been entrusted with a resolution, which I solicit your permission to read : it is as follows :—

" That the position of the question, when the last mail was despatched, demands that this meeting should reiterate, in the strongest manner possible, the unabated desire which pervades the meeting, and the public in general, for the immediate establishment of the communication, and their determined resolution to continue to use every means in their power to obtain it."

Before submitting this resolution to the sense of the meeting, I would crave permission to offer a few remarks, which I hope may appear not inapplicable to its tenour. In submitting these remarks I shall bear in mind, as far as possible, the excellent advice we have just received from our right reverend chairman, so just in itself, so worthy of attention, as proceeding from his lips. I shall abstain as much as possible from comments ; I shall con-

fine myself as much as possible to facts. Comments, however true, may, as his Lordship observes, create unpleasant and unfriendly feelings; facts can have, or ought to have, no such effect.

Since we last met in this hall, another season has elapsed of distressing and humiliating failure in the present imperfect scheme of Steam Navigation between Great Britian and India. That is a *fact*.

At this moment every hour is worth a week of ordinary time. A commercial crisis of an unparalleled nature, and involving immense interest, has occurred in China. A momentous war is waging on one frontier. On two others the storm seems gathering, and clouds of threatening hostility hang darkly. In the interior of our empire, for such I may say is Joudpore, there is another conflict to all appearance approaching. These, my Lord,—these gentlemen, I think I may call FACTS!

Between the United States of America and our native country, mighty vessels, called the Great Western, the Liverpool, the British Queen, and there may be many others, are breasting their magnificent way through the storms, over the foaming seas, amidst the encumbering ice of the Great Atlantic—stopped by no obstacle, triumphing over every difficulty, and carrying on their intercourse between the old world and the new, almost with the regularity and precision of clock-work. This, my Lord, is no comment—it is a FACT!

While a crisis is hovering over British Asia, such, perhaps, as no man has yet seen—while every hour is precious, and thick coming events cry speed, speed, speed;—while the glorious vessels I have alluded to, are going to and fro with the rapidity, and the certainty, of great creatures of the sea, conquering the mountain-waves and the adverse winds, the momentous despatches of this government on which may hang the fate of millions—the thousands of letters fraught with the hopes, the wishes, the fortunes of an immense public, are painfully floundering through the Syrian deserts, with very little chance, to my mind, considering the state of that part of Asia, of ever reaching their destination; or are beating about on the ocean in *two sailing vessels*, dis-

patched on voyages of discovery, sent, in short, to make the interesting and pleasing experiment, of how speedily sailing vessels might reach Aden against that monsoon, which it has at length been confessed, the inefficient Steamers provided for the service "could not look at." This is really a state of things,——but I remember our excellent chairman's exhortation—gentlemen, have I stated any thing but FACTS?

I have still another curious *fact* or two which may not be unworthy of your attention, and they bear upon the subject of my resolution.

I find, in a statement placed before Lord William Bentinck's Select Committee, by Sir John Hobhouse, in 1837, the following passages.

Perhaps the Committee will permit me to read them,

First.—A despatch dated on the 16th of September, 1836, which the home authorities received from the Government of Bombay; it is couched in these words:—

"We beg leave to offer to your Honourable Court our congratulations on the rapidity with which your wishes have of late been conveyed to all parts of your Indian possessions. The three last overland mails have brought despaches from London to Bombay in fifty-eight, forty-five, and sixty-four days; and those intended for Calcutta have been forwarded in ten days. We have witnessed the energetic impulse this early intelligence has given to the mercantile interest, and the unbounded satisfaction it has diffused throughout all classes of the community, &c. &c. &c."

Now there is some ambiguity in the term "despatches" in the above passage. I construe it, however, as any plain man would, as having reference to what interests the public at large, viz. the overland mails, which, I conclude, are said on the 16th September, 1836, to have been "of late" conveyed to Calcutta in ten days. Gentlemen, I have had drawn up a little paper here which shows that from the 1st of June to the 16th of September, 1836, the date of the letter quoted, the overland mails reached Calcutta from Bombay in fifteen days—in fifteen days and a quarter——in sixteen days and a half—in fifteen days and a quarter—in fourteen days and a quarter, twelve days and a half, and thirteen days

and a half; but on no one occasion *in ten days!* These are curious *facts*—FACTS they are. That I cannot reconcile them is owing no doubt to my want of apprehension.

Secondly—On the 30th March, 1837, a letter was addressed to the President of the Board of Controul, which will be found at page 18 of the Minutes of Evidence before the Select Committee. The letter says:—

" The Court are aware that it will be necessary to promote, by every possible means, facility and quickness of communication between Bombay and Calcutta, and Madras; and they have observed, by recent intelligence, that the Government of India has adopted arrangements for the acceleration of the dawk, by which packets may be conveyed from Bombay to Calcutta in *from eight to ten days*, and to Madras in about seven days, and which the Court consider to be a much more rapid and certain, and unquestionably more economical mode of communication than a Steam conveyance."

My Lord—Gentlemen—this is a happy announcement; but how has it been fulfilled? I put many other failures, (unavoidable failures—failures inseparable from the very scheme of sending the English mails overland from Bombay,) I say, I put many other failures out of the question, I only entreat your notice to that under which we are now smarting. The Taptee left Aden with the English mail on the 16th, and reached Bombay on the 27th ultimo. The first letters by that vessel reached us, neither in eight or ten, but in sixteen days, after the arrival of the mail at Bombay! The last letters by that vessel reached us, neither in eight or ten, but in twenty-one days after their arrival at Bombay! Gentlemen, do you desire any further commentary upon the passage I have quoted? If you do, it must be offered by some more competent individual. I confine myself to a simple statement of FACTS.

But I have yet another. In the passage I have quoted, it is said, that this overland route from Bombay is considered to be a much more rapid, certain, and unquestionably more economical mode of communication than a Steam conveyance. I say nothing about the economy of the matter; that question was settled for

ever when Lord William Bentinck offered to conduct the full, free Comprehensive Scheme at two-thirds of the expense attending the present wretched system: its *certainty* is also pretty well disposed of;—but its rapidity! aye, that is worth consideration, and I shall accordingly give you a FACT.

The Taptee left Aden on the 16th ultimo. The last letters by that vessel reached us on the 17th instant, having been thirty-two days between Aden and Calcutta. Now, by a direct Steamer like the Great Western, I will take upon me to say, (and there are many here who can correct me if I am in error,) I will take upon me to say that by a Steamer like the Great Western, those letters would have been brought from Aden to Calcutta, at this season of the year, including stoppages at Galle or Madras, in fourteen or at the outside FIFTEEN DAYS, instead of THIRTY-TWO.

I have still in store, my Lord and gentlemen, one *leetle* FACT, which will probably give you more gratification than any I have yet placed before you; but away with any affectation of pleasantry. This fact is a grave and a sad one; you have not heard it yet; you will now doubtless hear it with those painful feelings, and that sense of almost hopelessness, with which I communicate it. The English mail, gentlemen, for which the latest safe date was pronounced to be the 17th of July, which was to be carried to the Persian Gulf by the Zenobia on the 1st of August,—that mail has been left at Bombay, which it did not reach until the 3rd, instead of the 1st of August, the Zenobia having left on the appointed day.

No blame whatever can be attached to the Bombay authorities for this. It was right that the Steamer should depart on the day fixed for her departure. It is the entire wretched system which makes this presidency dependent upon the uncertain overland communication to Bombay, that is to blame for the whole. That; — but, gentlemen, I must refrain from comment; I have, I trust, redeemed my pledge by dealing only in FACTS.

And in doing this, my Lord, in doing this, gentlemen, have I mentioned a single evil which does not admit of the simplest and most easy remedy? Do we call for impossibilites when we

crave and implore that these things may be corrected? No! I say, we do not. I say the correction lies in the adoption of a measure so plain and practical, that the blindest bigotry, the most determined prejudice, cannot but admit its completeness. I say, that it lies in the despatch from the Hooghly every fourth Saturday of a powerful Steamer calculated to ensure a passage to Aden, and thence to Suez, within a given time, at ALL periods of the year. I say it lies in the completion of the great Comprehensive Scheme of Steam Communication between this mighty realm and the sovereign country. In saying this, my Lord and gentlemen, do I or do I not state a fact? If I do, the better reason is there for adopting the resolution which I have now the honour to move.

The resolution was then seconded by James Colquhoun, Esq.

T. E. M. Turton, Esq.—I have one question to ask. I see in a Bombay paper, a statement of which I wish to ascertain the accuracy. It is that the blame of delay did not rest with the Bombay Government, but with the Government on this side of India. That the Bombay Government are ready to forward the mails in one dispatch as far as Nagpore, if the Bengal Government had runners to carry them on to Calcutta. If this be true, the remedy of the delay complained of, lies with this Government. Let us ascertain the true state of the case before we do aught to cause between us and the sister presidency a further interruption of that harmony, which should unite all lovers of Steam Navigation. I would, therefore, put the question on this head now, before the present Resolution is put.

Captain T. J. Taylor.—If you will allow me, Mr. Chairman, I can answer that question. On the western side of India the country is clear and open, and horses convey the mails from Bombay to Nagpore. On this side of Nagpore, it is jungly, unhealthy and almost impassable, with very few inhabitants, and those in a very low condition. There are nine men stationed at every stage of six miles each, who are sufficient to carry four or five men's loads passing either way. The expense of this conveyance is nearly one lakh of rupees per annum. But as the weight of the entire mail is so very great, if it were all brought

on together, it would be impossible, even with the above large establishment, to bring it at a greater rate than two miles an hour. But by bringing it on horses to Nagpore, by separating it at that place into different despatches, each not exceeding four or five men's loads, and requiring the runners to return forthwith to their posts, in order to bring on a fresh despatch within twelve hours, and by giving them extra payment for the same, the whole mail of twenty men's loads, would be transported so as to reach its destination within two days after the first despatch arrived. On the late occasion the mails were divided at Bombay, and were sent in four regular and daily despatches, by which two days' longer time than necessary were occupied. This was not the fault of the Government of India, but arose from some mistake on the part of subordinate authorities. It would cost two or three lacs of rupees to place such an establishment on the Bombay road, as to bring the overland mails at once and without delay.

H. M. Parker, Esq.—It is not the Government that is to blame, it is the system. If we have to bring these mails through jungles, in which many valuable European lives have been lost, and which are described as almost impassable,—if such be the state of affairs, all these are reasons for the Comprehensive Scheme of Steam Communication,

T. E. M. Turton, Esq.—Allow me a few words in explanation. I did not intend to attack my friend's resolution. When examined before the House of Commons, I ventured to suggest, in opposition to Sir John Hobhouse's statement, that there were circumstances such as these, which would at certain seasons of the year occasion much more delay than was spoken of in the conveyance of the mails from Bombay to Calcutta. I am glad that I put the question, for it shows that the delay does not arise so much from the Bombay Government, as from the nature of the country itself, and shows more than any thing how much we are interested in the establishment of the Comprehensive Scheme.

C. B. Greenlaw, Esq.—I hope you will exonerate the Committee. I cannot understand how it is that they send three letters and twenty-one covers one day, and on the next twelve hundred.

T. E. M. Turton, Esq.—I think it may have been a fit and proper thing. They probably sent what they thought most required. Therefore, the first and second day they sent as many letters as possible, and the third day they may have sent as many as possible, and probably the dawk parcels. These letters were more of the nature of parcels, and the weight probably each day was nearly the same. We should know all this before we attach blame to the Bombay Government.

After the above explanations, the resolution was put from the chair and carried unanimously.

J. H. Stocqueler, Esq., then rose, and said,—Gentlemen, I have been entrusted with the third resolution, but before I read it to you, allow me to remark, that I see no reason to let off the Bengal Government so easily from the charge of delay in the transmission of the mails. One reason of that delay is in the conduct of the Rajas through whose territories the route lay. I believe that the exertions of a commissioner between Nagpore and Cuttak, would do something to bring those fellows to order, and to exonerate the Bengal Government from the imputation cast upon them.

In consequence, gentlemen, of the death of Baboo Mothoornauth Mullick, it becomes necessary to appoint some one as his successor. The resolution I have to propose, nominates Baboo Mutty Loll Seal, who you all are aware has lately become the owner of a large stake in the scheme. Mr. Stocqueler then moved,

"That Baboo Mutty Loll Seal be appointed a member of the Committee, in lieu of Baboo Mothoornauth Mullick, deceased."

The resolution was seconded by David Hare, Esq., and carried unanimously.

T. E. M. Turton, Esq.—My Lord and gentlemen; I have had a resolution put into my hands, which I will, if you please, commence with reading.

"That this meeting deeply deplore the loss which the cause we are here to support has sustained by the decease of Lord William Bentinck; and, impressed with the most profound gratitude for his zealous, straight-forward, and unwearied exertions for

the promotion of the great measure, while he was alive, desire to manifest by this resolution, their reverence for the memory of the earliest, warmest, and most persevering friend of a Comprehensive Steam Communication between Britain and British India, a cause which he continued zealously and perseveringly to support to the hour of his lamented death."

My Lord, if this resolution required any powers of eloquence or persuasion, I should have shrunk from the task imposed npon me; but it requires only to be received to be appreciated. There is not a heart in any one whom I address, or any belonging to a friend of Steam Navigation between England and this country, especially of the friends of that great and comprehensive scheme which we are met to promote, that does not respond to the praises of Lord William Bentinck on this subject. It would, indeed, be ungrateful in us, if it were not so. It was here from the first he endeavoured to promote the cause we have at heart. He first took up the plan and laboured in its support with unwearied perseverance. After witnessing his anxious endeavours to promote it here, I can speak to his earnest exertions in its favour in England, and so he continued, I may say, up to the period of his death. One of the last persons I saw at Paris on my way here, was Lord William Bentinck, and I had a long conversation with him on the subject, which he felt as warmly as ever. I was with him continually during the sitting of 1837, of that committee, in which he was chairman and of which he was the main supporter. From the hour of the appointment of that committee, for three hours every morning, his house was filled with persons, who were in attendance there, that the evidence might be marshalled and all in preparation for the committee. Nor did he confine his exertions to that committee,—there was not a steamer of any note or power that he did not personally visit and inspect, for the purpose of informing his mind more on the subject.

We must look back with feelings of gratitude to him while he lived, and of respect to his memory now that he is dead; we must look forward with distrust now that he is taken from us. I declare that I know not a man on whom I could put my finger, in

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the British House of Commons, to advocate our cause as a worthy successor of Lord William. There is no man who could bring his weight and influence, or his knowledge—his straight-forward character, his integrity of purpose. Lord William had a weight in the House of Commons which probably we should find few possess, whose services we might be able to procure. Other men would be considered the advocates of this or that part of India; the late Governor-general would be considered only as advocating that which was best for India.

There is one fact I know well, that while the state of his health compelled him to avoid taking any part in matters connected with India, from this rule he made an exception in favour of the cause of Steam. With feelings of the deepest gratitude to him I look forward with little hope of finding a fitting successor.

There is no need for me to dilate further on this subject. I have avoided saying anything upon the general merits of his government, upon which there may be a difference of opinion; though I should scarcely, for my own part, think it necessary to avoid it. I do not, however, mean to say that I agreed with Lord William Bentinck in all his views. He knew very well I did not agree with him in some. My opinion, one way or other, was of little consequence, but in this great object of Steam Navigation we had no difference of opinion. Many may differ from his views on various points; but what difference of opinion there may be, all I believe will give him credit for honesty of purpose and integrity of heart. We all know and feel the loss which we have sustained. In expressing my own personal sorrow for his lamented death, I but express a feeling in which every person here present will sincerely and deeply participate.

Dwarkanauth Tagore, Esq.—Gentlemen, after what has been said by my friend, Mr. Turton, I need not enlarge much upon the praises of Lord William Bentinck. His is a name which no native of this country can mention without regret. Respecting his being the friend of the natives there can be but one opinion: he raised them to the high estate which they now enjoy. Before Lord William's time, the natives were not made so much of by the Governors. I do not wish to bring any accusation against Lord Wil-

liam's predecessors; perhaps they might be fully employed in more important matters, but it was he who raised the natives; he first gave them private audiences. Before his time they had only been treated with pawn and attur, and this did not give them satisfaction. The medical college of his instituting, gave the great blow to the prejudices of the country. The Hindoo college has done much, but it is the medical college that has done most for the natives: it has saved the lives of thousands, and the youths who are being educated there, will go forth thence throughout the country, and be a blessing to its inhabitants. Gentlemen, it is with heart-felt pleasure that I second the resolution.

Mr. Turton. After the manner in which the resolution has been seconded, with so much feeling, by our friend Dwarkanauth Tagore, who may be considered as representing the whole native community, I think nothing more is necessary than to submit it for your approbation.

The resolution was then put and carried unanimously.

The last resolution was proposed by Captain Johnston, seconded by T. E. M. Turton, Esq. and carried by acclamation.

"That the thanks of the meeting be given to the Right Reverend the Lord Bishop of Calcutta, for his Lordship's kindness in taking the chair, on the occasion of a meeting so interesting to all the friends of Steam Communication with England, as also for his Lordship's able conduct therein, and his constant warm and energetic advocacy of the cause.

The Right Reverend Chairman then briefly returned his acknowledgments, and expressed his readiness to forward, by every means in his power, the interests of this and all other plans for the benefit of the country.

The meeting separated at about twenty minutes past eleven.

THE END.

J. Rickerby, Printer, Sherbourn Lane.